

OCTOBER 24, 1952

# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

*Enhancing British prestige  
by its achievements in the field of International  
Competitions, Jaguar has during 1952 brought to Britain  
no less than Ten Million Dollars as part of  
its great export earnings.*  
JAGUAR STAND 168

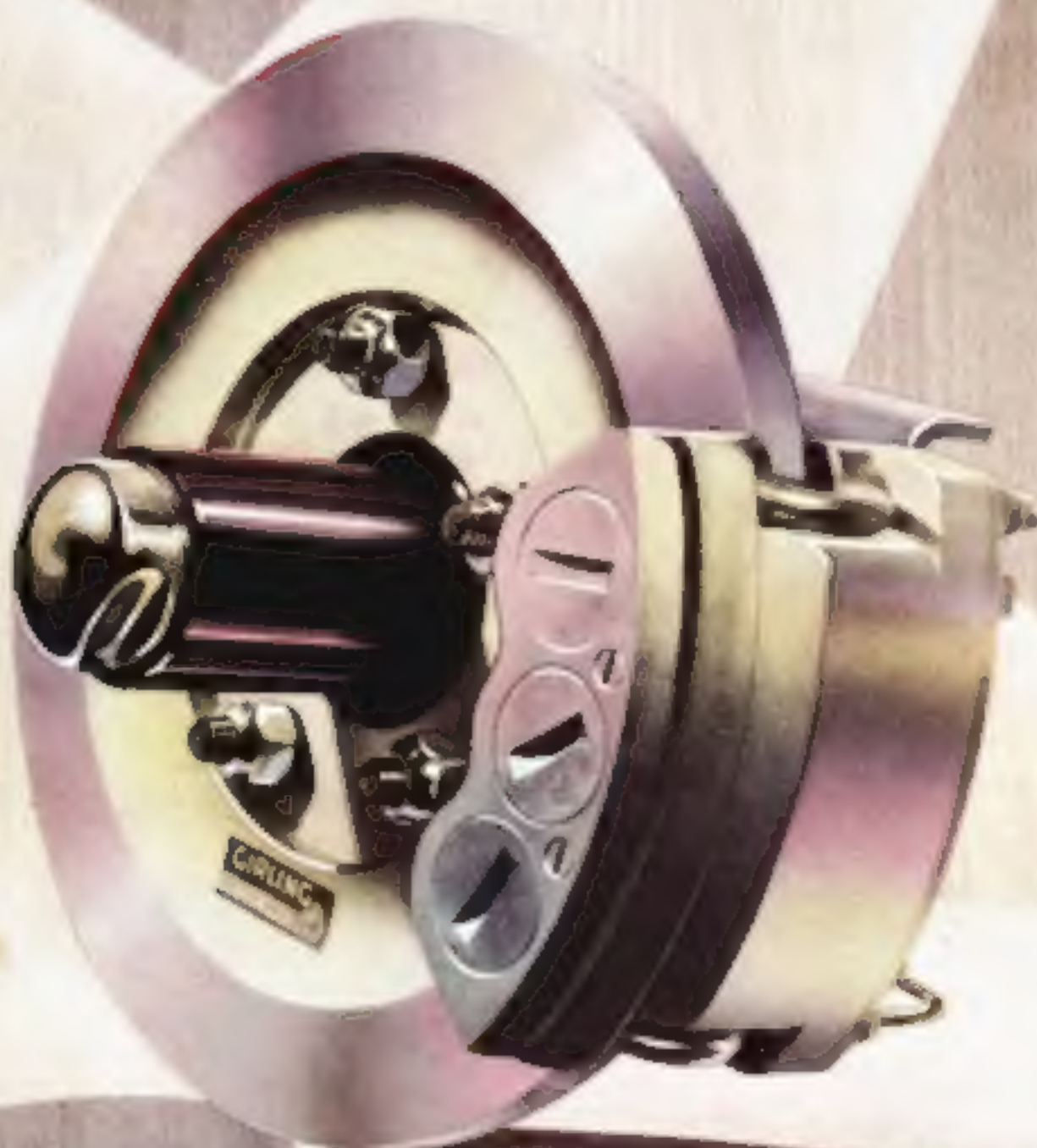


# JAGUAR



*Way Out Ahead -*

ANOTHER GIRLING FIRST



THE  
OUTSTANDING  
SUCCESS OF  
THE SHOW

*Introducing the*  
**GIRLING**

THE BEST BRAKES IN THE WORLD

HYDRASTATIC  
**DISC BRAKE**

INCORPORATING PATENTS LICENSED FROM THE DUNLOP RUBBER COMPANY

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM · 11



# High Performance means—



**CROMARD**  
REGISTERED TRADE MARK

—the Liner that  
uses chromium  
and defeats  
wear for  
100,000 miles  
—AND MORE



See Stand  
**229**  
(the Gallery)  
**EARLS  
COURT**



HIGHLIGHTS  
OF  
LAYSTALL SERVICE



Crankshaft Re-Grinding. Cylinder  
Boring and Linering. Road Spring  
Repairs. Complete Engine Recondition-  
ing. Petrol and Diesel.

*All services available in London and Liverpool.*

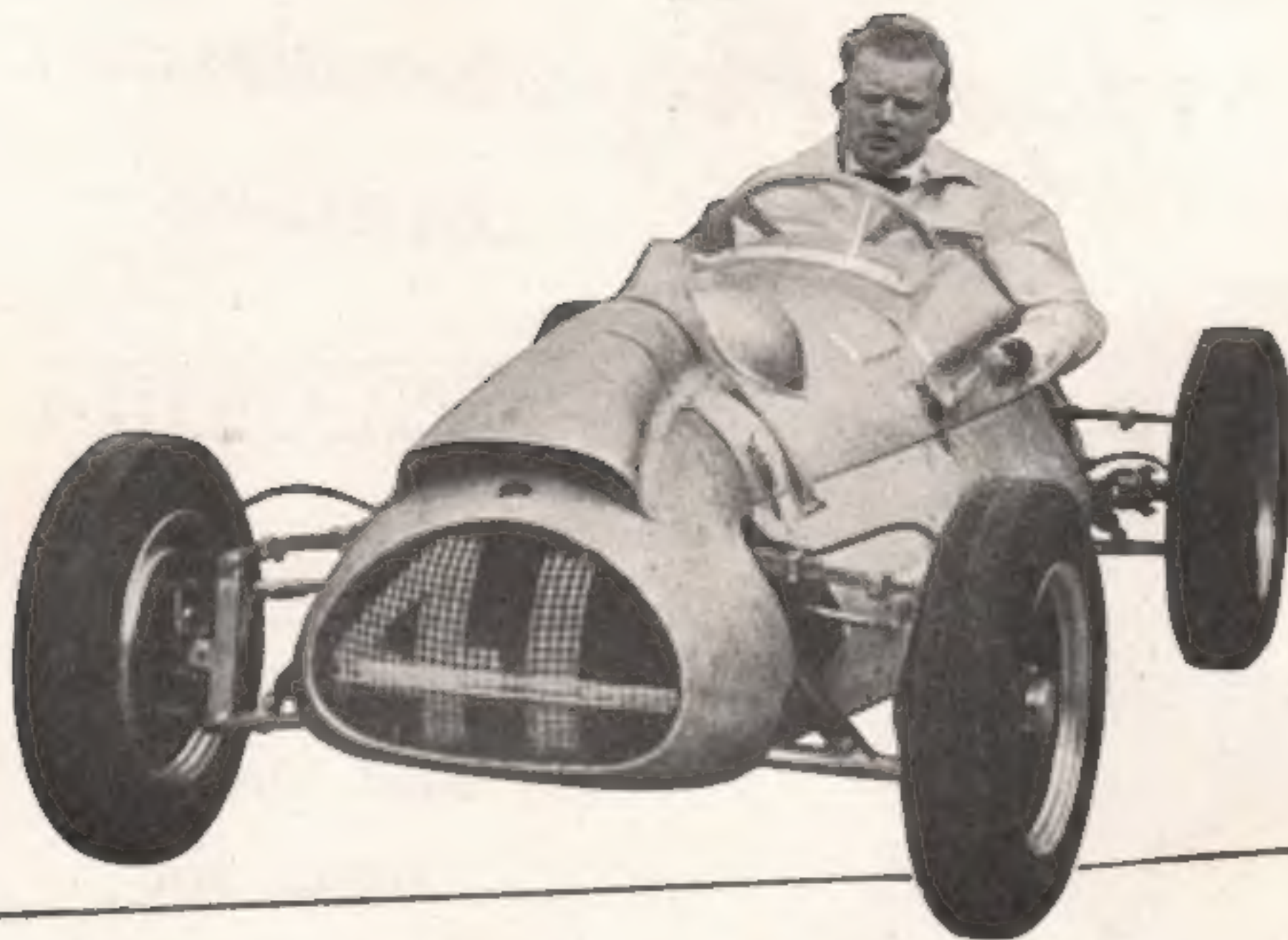
## LAYSTALL ENGINEERING CO., LTD.

LAYSTALL CROMARD LTD. (Cromard Sales)

Head Office: 53 Great Suffolk Street, London, S.E.1. Tel.: WATERloo 6141

Northern Branch: 63 St. Anne Street, Liverpool 3. Tel: Liverpool North 0178





*Hearty Congratulations*

to **MIKE HAWTHORN**

on a most successful season with his Cooper-Bristol

**EVERY COOPER-BRISTOL CAR IS FITTED WITH**

**K·L·G**

*sparkling plugs*



one of **SMITHS** accessories for better motoring



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 17

October 24, 1952

Managing Editor: GREGOR GRANT

Assistant Editor - C. POSTHUMUS  
 Chief Photographer - GEORGE PHILLIPS  
 North of England - FRANCIS N. PENN  
 Continental Correspondent - GERARD CROMBAC

## CONTENTS

	Page
Don Parker Wins	516
Pit and Paddock	517
Sports-News	518
HIGH PERFORMANCE CARS FOR 1953—A Brief Review of Some of the Leading European Makes which have Sporting or High-Performance Characteristics, or are Intended Primarily for Competitions	523
Performance Plus—The Over 100 m.p.h. Sports-Car	534
John Bolster Tests the Healey "Hundred"	536
Correspondence	541
Not so Much like a Christmas Tree—Accessories at Earls Court	542
Why I Motor Race, by Stirling Moss	544
News from the Clubs	546

## NOTICES

Published every Friday by AUTOSPORT  
 159 Praed Street, London, W.2

Editorial and General Office PADDINGTON 7673  
 Advertisement Department PADDINGTON 7671-2

General Manager: PETER BAYLEY  
 Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.  
 Direct from the Publishers or all Newsagents.

Reprinting in whole or in part, of any matter appearing in AUTOSPORT is forbidden, except by permission of the publishers. Unsolicited MSS., drawings, photographs, etc., should be addressed to the Editor. Unavailable contributions will be returned if accompanied by a stamped addressed envelope, but the publishers accept no responsibility for their safe return. Payment for contributions will be made the month following publication, unless by special arrangement.

## EDITORIAL

EARLS COURT emphasizes the importance of high-performance and sporting-cars as earners of foreign currency. The number of machines in this category which are on view at the Motor Show has never been surpassed at any similar exhibition. Three entirely new British sports-cars are to be seen; the Healey "Hundred", the 2-litre Triumph, and the 2.6-litre Frazer-Nash. The new Healey, which was tested for AUTOSPORT by John Bolster, revealed itself as an outstanding machine in every way. It offers remarkable value for money, and is by far the lowest-priced 100 m.p.h. passenger vehicle on the market.

One aspect of the Show, from AUTOSPORT's point of view, is the apparent lack of interest by British manufacturers in the close-coupled coupé of medium capacity. Apart from the DB2 Aston Martin, the sole examples of this very popular type of vehicle on exhibition are those from Continental factories. The influence of Italian coachbuilders is making itself felt throughout the world and it is obvious that there is a very considerable market for a "hard top"—particularly in the moderate price group.

The presence of actual racing-cars and certain vehicles which have achieved noteworthy successes in competitions or record-breaking adds considerable interest to a Motor Show which, for the first time since before the Hitler War, makes a return to a buyers' market.

\* \* \*

CONGRATULATIONS to Don Parker (Kieft) and Reg Bicknell (Revis) for their successes in the popular AUTOSPORT £200 British National 500 c.c. Drivers' Championship. Parker wins the AUTOSPORT Trophy for 1952, whilst Bicknell is awarded the Trophy for non-series production cars. Both drivers have shown consistently good form throughout the season in a competition which has added much to the interest in British National events run to Formula 3.

\* \* \*

WITH this Motor Show number, many people will receive their first introduction to AUTOSPORT. We are comparatively young, being born in August, 1950, but in the short period of our existence we have gone from strength to strength, proving that there was a desperate need for a weekly magazine devoted entirely to motoring sport. By giving a large amount of our space to purely club affairs, AUTOSPORT has thoroughly earned the right to be called "Britain's Motor Sporting Weekly". The magazine circulates all over the world, and by presenting important events in a readable manner, and using the finest illustrations available, AUTOSPORT has rapidly established itself as one of the most popular motoring magazines yet to appear. You may be sure that we will do everything in our power to enhance this reputation, and will continue to produce the only "weekly" in the world entirely devoted to the sport of motoring.



# Morgan

## Plus Four Drop Head Coupé



One of  
Britain's  
most  
outstanding  
post-war  
successes

We invite you  
to visit us on Stand  
No. 116  
INTERNATIONAL MOTOR SHOW  
EARLS COURT

THE MORGAN MOTOR CO. LTD.  
MALVERN LINK • WORCESTERSHIRE

75-80  
M.P.H.

### BUCKLER

MULTI-TUBE FRAMES  
FOR FORD TEN SPECIALS

40-50  
M.P.G.



Buy a Mark V frame and  
build your own replica of  
the Buckler Special.  
Improved Roadholding and  
Stability.

Successes include 30 Firsts,  
Seven Class Records and  
over 100 other awards

Speed—Reliability—Economy

"... the Run to the Circuit  
refreshed our memory of  
Buckler Roadholding, Braking  
and Stability at a 50 + m.p.h.  
average over wet roads."

—Motor Sport

Close Ratio Gears and Remote  
Gear Controls for Ford Ten  
Specials.

ALSO INDEPENDENT FRONT SUSPENSION  
CONVERSIONS FOR FORD ANGLIAS AND PREFECTS

**BUCKLERS 67 CAVERSHAM ROAD, READING**

Phone: READING 4903-3227

## DON PARKER WINS

Kieft Driver Victor in "AUTOSPORT"  
Championship—Reg Bicknell (Revis)  
Takes Non-Series Production Car Award



Don Parker, winner of the AUTOSPORT British National  
500 c.c. Drivers' Championship.

WITH a total of 107 points gained during the season, Don Parker (Kieft) holds the AUTOSPORT British National 500 c.c. Drivers' Championship Trophy for 1952, and wins £100. To Reg Bicknell, designer-constructor-driver of the efficient little Revis goes the Non-Series-Production Car Trophy, and £50. The 1951 winners were Eric Brandon (Cooper) and Jack Moor (Wasp), respectively.

Unfortunately we are unable to give the other placings owing to some doubts about points claimed for fastest and/or record laps in one or two meetings. Runner-up positions for the Championship would appear to lie between Les Leston (Cooper and Leston Special), and Stirling Moss (Kieft and Cooper). So soon as confirmation is received from the timekeepers at the meetings in question, full results will be announced.

The winner's Kieft was partly assembled by himself, and since the early part of the season he has utilized a "double-knocker" Norton engine. Bicknell used both J.A.P. and Norton power-units in amassing his 17 points, far ahead of his nearest challengers for the non-series-car award. He was formerly associated with Cliff Davis, the Cooper-M.G. driver, in the motor trade.

Don Parker started 500 c.c. racing with a car of his own design and construction. During 1951, he raced with a J.A.P.-powered J.B.S., and finished fourth in the Championship. He is a London engineer and is mainly occupied these days with the production of a clever racing "quick-lift" jack.



# PIT AND PADDOCK

**N**EXT week's issue will contain a stand-to-stand report of Earls Court, by John Bolster, and an exclusive test report of the 2.3-litre Gordini, one of the Continent's fastest sports-racing cars.

**O**DD that the organizers of the Pan-American road race should insist on a single carburettor on production cars, when the Mark VII Jaguar has always had two!

**A**LAN BROWN has resigned his position as Technical Sales Representative to Dennis Bros., of Guildford, and has joined R. J. C. Motors and Marine Engines, Ltd., of Saltdean, Sussex, as General Manager of the Car Division and Motor Racing department.

**T**HE F.I.A. has instituted a 1953 Rally Championship. Qualifying events: Liège-Rome-Liège, Monte Carlo, Sestrières, British, Tulip, Travemünde, Midnight Sun, "Alpine", Viking and Lisbon.

**M**ANY personalities in the motor-world attended the wedding of John Talbot-Frith and Paula Dane at St. George's Chapel, Hanover Square, London, on 14th October. Amongst ushers and guests were Sir James Scott-Douglas, Barclay Inglis, Neil Morrison, Mortimer Morris-Goodall, "Babe" Learoyd, V.C., John Cochrane, Wilson McComb, Johnnie Claes and Ken Hutchison. The bride was given away by Sir Alexander Elphinstone.



(L. to R.) Miss Primrose Dane, bridesmaid, Mr. and Mrs. John Talbot-Frith, and Mr. Gregor Grant, best man, after the St. George's Chapel wedding on 14th October.

**F**ORMULA 3 will be continued without change till 31st December, 1954.

**D.** J. WARREN has been appointed Home Sales Manager for Aston Martin and Lagonda cars.

**I**NDIANAPOLIS has not been omitted for the 1953 World Championship. Recognized *Grandes Épreuves* are: Argentinian, Dutch, Belgian, French, British, Swiss, Italian and Spanish.

**S**PIKE RHIANDO, who is shortly to attempt to cross the Sahara on a motor-scooter, has been asked by the Mayor of Limerick to demonstrate the "Stabilex" non-skid attachment for vehicles.

**F**ROILAN GONZALEZ is in New York, en route to the Argentine via Indianapolis, where he will pursue the possibilities of driving in next year's 500 Miles Race.

## VISIT "AUTOSPORT" ON STAND 61

**Y**OU will find much to interest you, including a large selection of action photographs of every phase of motoring sport. Famous drivers will be on our stand from time to time, and will, if possible, be available to sign autograph books. Approximate times of their visits will be announced on the stand. Mr. Wilson McComb will be present each day to deal with editorial queries.

When you come to see us, don't forget to sign our Visitors' Book!



Lieut.-Col. Goldie Gardner, whose record-breaking car will be on exhibition on the M.G. stand at Earls Court.

**F**RANK E. SALTER, M.I.M.E., late of the Rootes Organization, is to rejoin Jowett Cars, Ltd., where he will be responsible for all production. He was at Idle previously from 1945 to 1948, directing the production of Bradford "commercials" and the first Javelins.

**I**NDIANAPOLIS winner Troy Ruttimann is America's Champion Driver for 1952 with a total of 1,410 points scored during the season's events; second is Duane Carter, who drove at Le Mans, with 1,160 points, and Jim Rathman follows with 1,070.

**S**ACHA GORDINI are pressing on with their new rear-engined racing-car, announced earlier this year. Development of the blown 1½-litre has been dropped in favour of a Formula 2 unit, later to be stepped up to 2½-litres for the 1954 Formula.

**G.** T. FOULIS, of 7 Milford Lane, Strand House, London, W.C.2, published their newest book "British Motor-Cars", on 22nd October, to coincide with the opening date of the Earls Court Show. Costing 12s. 6d., with 172 pages and cloth binding, the book contains complete specifications and illustrations of all British cars, together with a number of specially contributed articles by outstanding motoring personalities.





**SCOOP!** AUTOSPORT has tested the 2.3-litre, sports-racing Gordini. Full story and pictures will appear in next week's issue. The car is seen here being put through its paces by "Ecurie Ecosse" driver, Sir James Scott-Douglas.

**T**HE David Brown Companies have taken over the first floor of 96 Piccadilly, W.1, as their new London, H.Q., and will transfer from Bush House as from Monday, 27th October.

**T**HE Memorial Service to John Cobb will be held at St. Michaels Church, Cornhill, London, E.C.3, on Friday, 31st October, at 12 noon. In view of this Memorial Service, the R.A.C. Conference of Motor Clubs, which takes place on the same date, will not start until 2 p.m. sharp.

**A**MONG numerous sound and television broadcasts on this year's Motor Show will be a TV feature at 3.15 p.m. on Saturday, 25th October, from the London Transport Executive Training Centre, Chiswick. "In Town Tonight", at 7.15 p.m. in the Home Service, will include an interview with Sir John Black, Vice-President of the S.M.M. and T., to be repeated at 4.30 p.m. on Monday, 27th October.

## SPORTS-NEWS

### JAGUAR APPOINTMENT

**M**ORTIMER MORRIS-GOODALL has been appointed Competitions Manager of Jaguars. He will probably take up his new duties immediately after the rush and bustle of the Show. Congratulations to you, Mort.

### ITALIAN FORMULA 3 SUCCESS

**A**N Italian calling himself "Nemo", driving a Volpini-Gilera "500" scored an outright victory in Italy's classic "Pontedecimo-Giovi" timed mountain run, making best time of the day in 6 mins. 55.8 secs. and winning the racing-car class. G. Bellocchio was second with a Cooper-J.A.P. in 7 mins. 1 sec. Three other "500"s retired.

"Nemo" also won the sports-car class with a Stanguellini "1,800" with a time of 7 mins. 8.2 secs., while a "1,900" Alfa Romeo won the unlimited production-car class in 7 mins. 8 secs.

### NEW FRAZER-NASH

**A**NOTHER new sports-car utilizing the Austin A.90 power unit is the Frazer-Nash 2.6-litre "Roadster". This new Nash is intended as a touring car, generally similar to the "Targa Florio" models but with a basic price of £1,500; particular attention has been paid to comfortable seating and effective weather equipment.

**Q**UICK WORK: Regulations for next year's Targa Florio have already been issued. As before, the race will be for sports-cars, over a distance of 358 miles.

**T**HE Car Division of The Bristol Aeroplane Company has purchased the "Bristol" engined "G" Type E.R.A. For the forthcoming season a new E.R.A. Formula 2 single-seater racing-car will be built and this will also be powered by a "Bristol" engine.

**S**TIRLING MOSS and Mike Hawthorn will be members of the official Sunbeam-Talbot team in the Monte Carlo Rally.

**A**INTREE racecourse may be the scene of a big Coronation road race next year. Existing roads round the course could be extended to give a three-mile G.P. circuit.

**B**ARON DE GRAFFENRIED will probably drive a six-cylinder Osca in next year's Formula 2 events.

**A**MEDEE GORDINI is reported to be playing with the idea of a supercharged 3-litre for the 1953 Le Mans race.

**T**HE Belgian 24 Hours Race at Spa will take place on 4th-5th July—three weeks after the Le Mans race.



# FRAZER-NASH in 1953

## *The LE MANS Mark II (Competition) Model*



In the Jersey International Road Race, the Mark II model beat many cars of greater engine capacity, finishing 2nd in its heat and 2nd in the final—both races from scratch, and winning the 1,501-2,500 c.c. class. Also winner of the International 100-mile Sports Car Race at Boreham, and the 1,501-3,000 c.c. Production Sports Car Class at Shelsley. Capable of winning outright the more severe long-distance International events such as the 'Alpine' and the 'Liège-Rome-Liège.' 132 b.h.p. 8.5:1 compression ratio. Weight 12½ cwt. Basic price, £2,000.

## *The TARGA FLORIO Gran Sport and Turismo Models*



There are two versions of this new Frazer-Nash with its streamlined body-work and efficient all-weather equipment—full-width curved windscreen (Triplex plate), well-fitting hood and detachable framed Perspex side windows, with excellent luggage accommodation. For competition, with light gauge panelling, bucket seats, minimum of interior trimming, and the Le Mans technical specification. Weight 15 cwt. Basic price £2,250. For high-speed touring, of heavier gauge panelling, with comfortable seats and de luxe finish throughout. 100 b.h.p. 7.5 compression ratio. Weight 16 cwt. Basic price £1,950.

## *The MILLE MIGLIA Model*



Famous for its good looks and outstanding performance capabilities, the Mille Miglia model is continued, and is available to the competition or touring specification. Outright winner of the strenuous 1952 International Aix-Madrid-Aix Rallye, with fastest time over the standing kilometre, and fastest time in the Mont Ventoux hill-climb. More recently, the winner of the Concours d'Élégance Automobile at Val d'Esquières on the French Riviera. Basic price £2,250, inclusive of all-weather equipment. Competition specification at extra cost.

## *The SINGLE-SEATER Formula II Model*

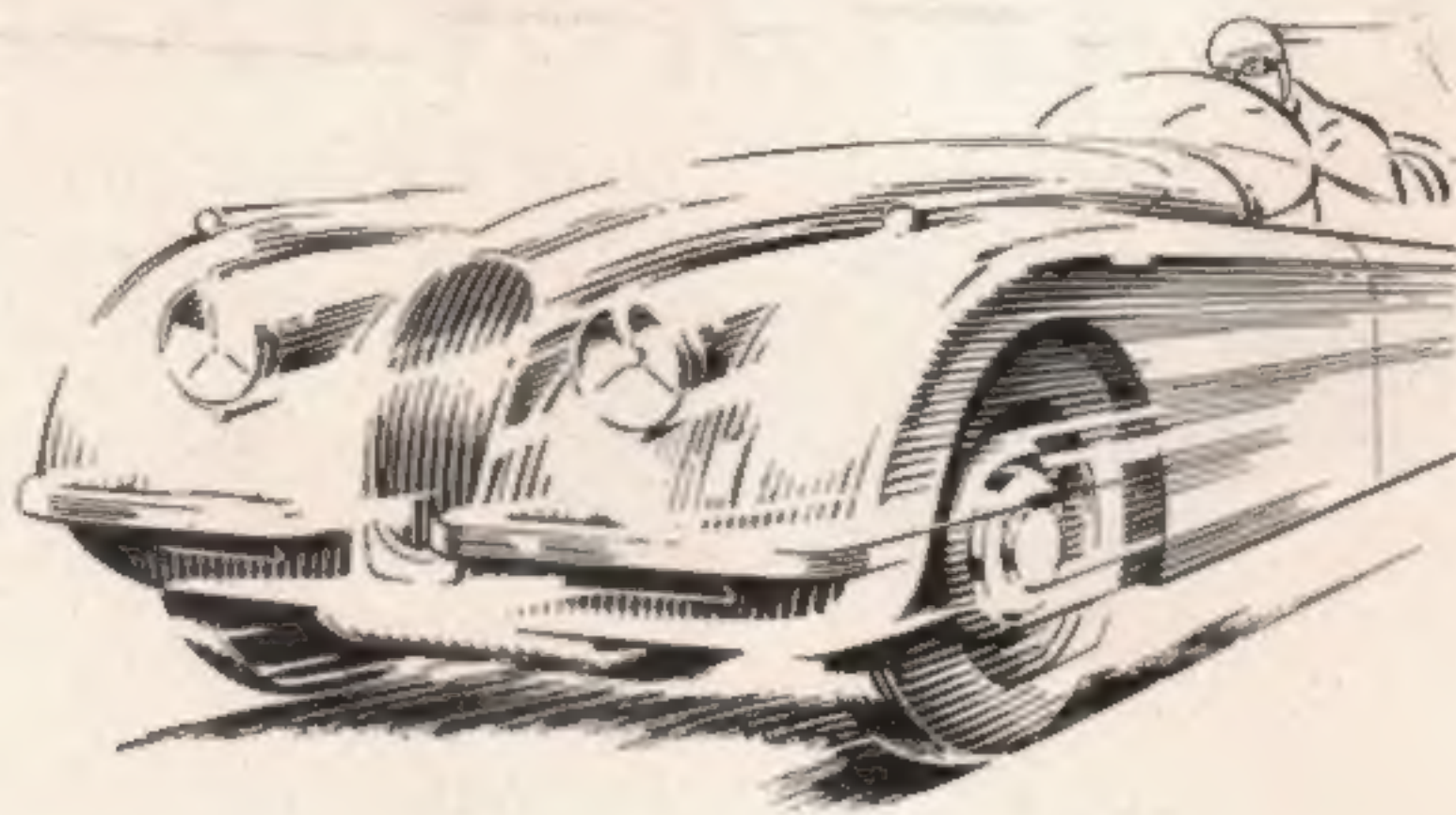
The single-seater Frazer-Nash has the same chassis as the production sports and touring models with the Le Mans Mark II engine and other features of the competition specification. 4th, and first English car, in the Grand Prix of Switzerland at Berne, and 3rd in the Eifel Race at the Nürburgring. 132 b.h.p. 8.5 compression ratio. Weight 10½ cwt. Price £2,000.

*N.B.* Frazer-Nash cars are built by hand at our works, including body-work, employing only the finest materials—colour scheme is entirely to choice.



**FRAZER-NASH CARS (A.F.N. LTD) ISLEWORTH MIDDLESEX**





*Most British Racing  
Drivers use...*



**CARBURETTERS  
& PETROL PUMPS**

S.U. CARBURETTER CO., LTD. • WOOD LANE • ERDINGTON • BIRMINGHAM 24







## HIGH PERFORMANCE CARS FOR 1953

**A Brief Review of Some of the Leading European Makes which have Sporting or High-Performance Characteristics, or are Intended Primarily for Competitions—Certain British Marques Not Exhibiting at Earls Court are Included**

EARLS COURT, 1952, is the happy hunting ground of sports- and racing-car enthusiasts. For the first time in the history of the annual motor show, actual racing cars are on exhibition, as are certain machines which have distinguished themselves in competitions. This emphasizes the importance now being placed by the industry in competitions as prestige-builders, as well as the most practical method of development.

It is doubtful whether any similar exhibition has ever housed so many production vehicles capable of over 100 m.p.h. Examples to be found on stands include J2X Allard, several Healey types, the Jaguars, Aston Martin, Bentley "Continental", Fiat 8V, Delahaye, Frazer-Nash, Jensen, Lancia Aurelia, Lea-Francis and so on.

Backed by notable competition successes, Jaguars show their XK 120 and Mark VII models. During 1952, the Coventry concern brought more than \$10,000,000 to this country in exports. The coupé made history at Montlhéry last August by being the first car ever to average over 100 m.p.h. for seven days and nights. Two-seater models, in the hands of private owners, have been outstandingly successful in events all over the world. It was with this type that Ian Appleyard won the first gold "Coupe des Alpes" ever to be awarded.

Donald Healey, whose cars have gained a great name in competitions, introduces an entirely new model which is described in a road-test feature in this issue. This 2.6-litre, Austin-engined machine is marketed at a most attractive price, and with a maximum speed of over 105 m.p.h. in absolutely standard form, it may well prove to be an important dollar-earner. All Healeys, whether powered by Riley, Alvis or Nash, are in the over 100 m.p.h. category.

Frazer-Nash also make use of the big four-cylinder Austin engine in a new sports-tourer which supplements the Bristol-engined range of well-known sporting and sports-racing machines. Fastest of the Frazer-Nash models are the newly-introduced Targa Florio Gran Sport and the Mark II Le Mans Replica. The 2.6-litre two-seater, at a basic cost of £1,500, is easily the lowest-priced post-war machine to emanate from the Isleworth factory.

*STAR PERFORMANCE of the year was that of Sydney Allard and his crew who gained great prestige for Great Britain by winning outright the Monte Carlo Rally. The Allard concern has introduced new models for 1953.*

Triumphs, who have, since the war, concentrated on touring cars, bring out an entirely new 2-litre sports two-seater with an attractive power-weight ratio. The 4-cylinder, o.h.v. engine which is basically Standard Vanguard, has wet cylinder liners; dimensions are 83 mm. x 92 mm. (1,991 c.c.) and it is said to develop 75 b.h.p. at 4,500 r.p.m. Suspension is rather similar to the "Mayflower" the Borg and Beck clutch has hydraulic operation. Dry weight of the complete car is given as 14 cwt., and maximum speed is estimated at 90 m.p.h.

As the marque which won the 1952 Monte Carlo Rally, Allard will be the Mecca of enthusiasts anxious to study the new "Palm Beach" 2/3 seater which can be obtained with either Ford Consul or Ford Zephyr power-units. This new Allard should make a strong appeal to transatlantic users. The fast J2X competition two-seater remains basically unchanged, but the "Safari" chassis is now used on the new P2 "Monte Carlo" saloon.

Several machines with sporting characteristics are in the Nuffield range including the newly introduced Wolseley "Four-forty-four" a name which suggests either a famous Yorkshire leal or a train. This new Wolseley is powered by the well-tried TD M.G. 1,250 c.c. engine and is a most attractive





**AUTOSPORT, OCTOBER 24, 1952**

to cruise at around 100 m.p.h. for as long as the roads permit. Alvis have dropped the open two-seater shown last year and concentrate on convertible and saloon bodies on the 6-cylinder, 3-litre chassis. Daimlers introduce a new 3-litre convertible coupé.

Bristol's beautiful "401" continues unchanged for 1953. This machine is an example of British automobile engineering at its very best. It uses the 6-cylinder, 2-litre engine which has been used so successfully in racing by Cooper, Frazer Nash and F.R.A.

The DB2 Aston Martin remains the dream machine of the sports-car enthusiast, and can be examined in both

**ITALIAN (Left)** The Gran Turismo Lancia Aurelia—most desirable of modern medium-capacity machines.

**BRITISH (Below)** The ultra-luxurious Bentley "Continental" sports saloon has a wonderful road performance.

#### High Performance Cars for 1953—contd

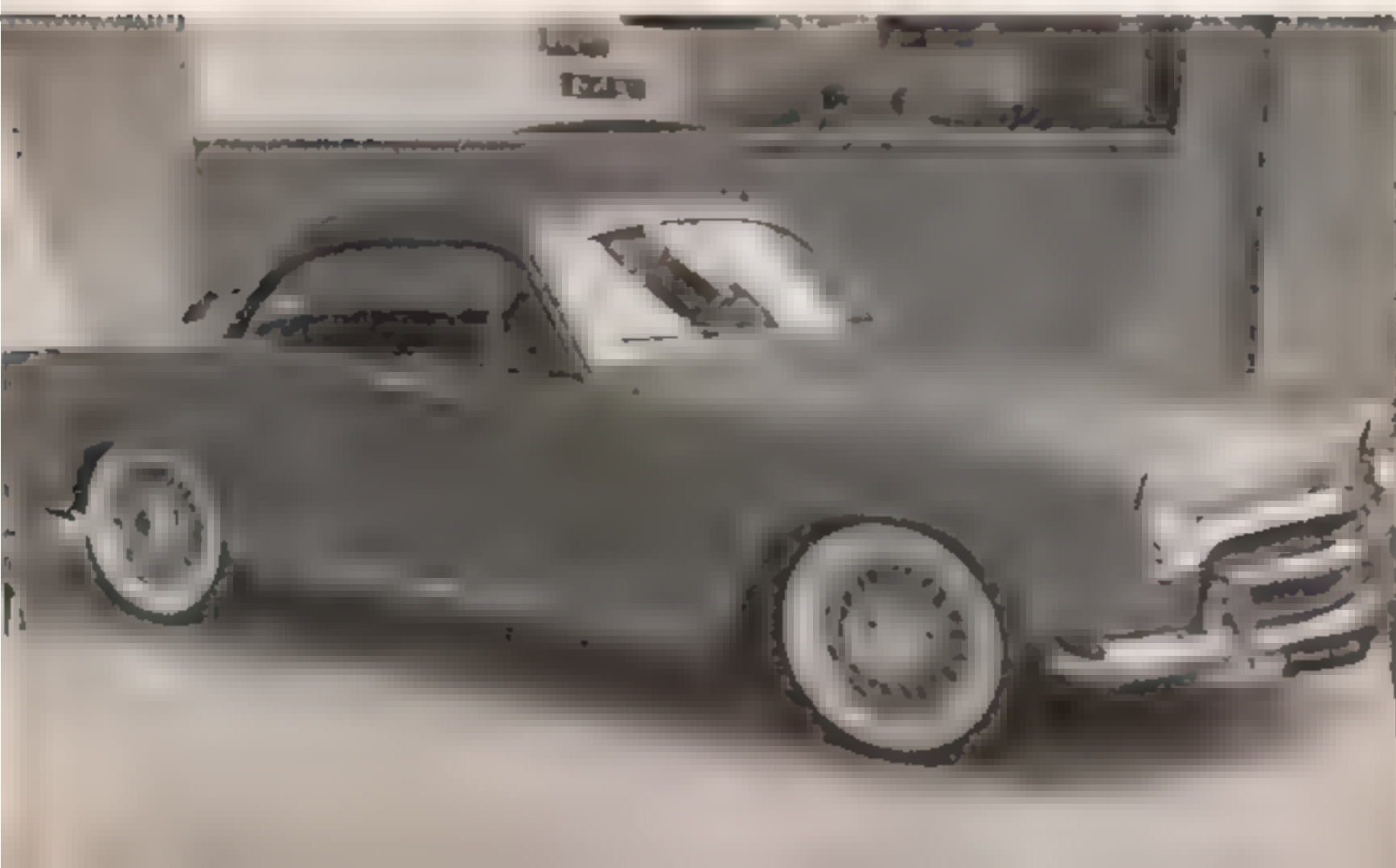
machine. Both "4.50", and "6.80" o.h.c. models continue virtually unchanged. The 1½-litre and 2½-litre Riley's have detail modifications mainly affecting the transmission.

That prolific dollar-earner, the TD M.G., remains as before and the popular 1½-litre saloon, now styled the Series YB is an improved version of the Y Type. Morris's range comprises the Minor (Oxford and 6-cylinder models). The four-door Minor, for export only at the moment, is fitted with the 803 c.c. o.h.v. engine as used on the A40 Austin Seven.

Austins appear to have dropped the A40 "Atlantic", but the A40 sports continues unchanged. The A40 Somerset is now available as a convertible.

Armstrong-Siddeley enter the high performance market with the 3.4-litre "Sapphire", which enthusiasts for the marque will doubtless study to see whether or not it could provide the basis for a "Siddeley Special". The 6-cylinder, 120 b.h.p. "Sapphire" engine is one of the few completely new British power units.

The "Continental" Bentley is one of the most luxurious of all high-performance cars and is noted for its ability



close-coupled saloon, and convertible coupé forms. It was recently supplanted by a genuine sports-racing car, the open two-seater DB3. Basically the same 2.6-litre, twin o.h.c. engine is used in the Lagonda which has improved coachwork for 1953. This is a most luxurious vehicle.

The Morgan "Plus Four" has done extremely well in competitions and the range continues unaltered for 1953. This little machine has flashing acceleration and notably good road-holding. Jowett's present a much-improved Jupiter chassis for the model which has won the 1½-litre class at Le Mans for three successive years. The popular Javelin saloon also has detail changes. Lea-Francis continue their fast 2½-litre sports two-seater whilst

**FRENCH (Left)** Modern treatment of the close-coupled coupé as exemplified by the Simca Sport.



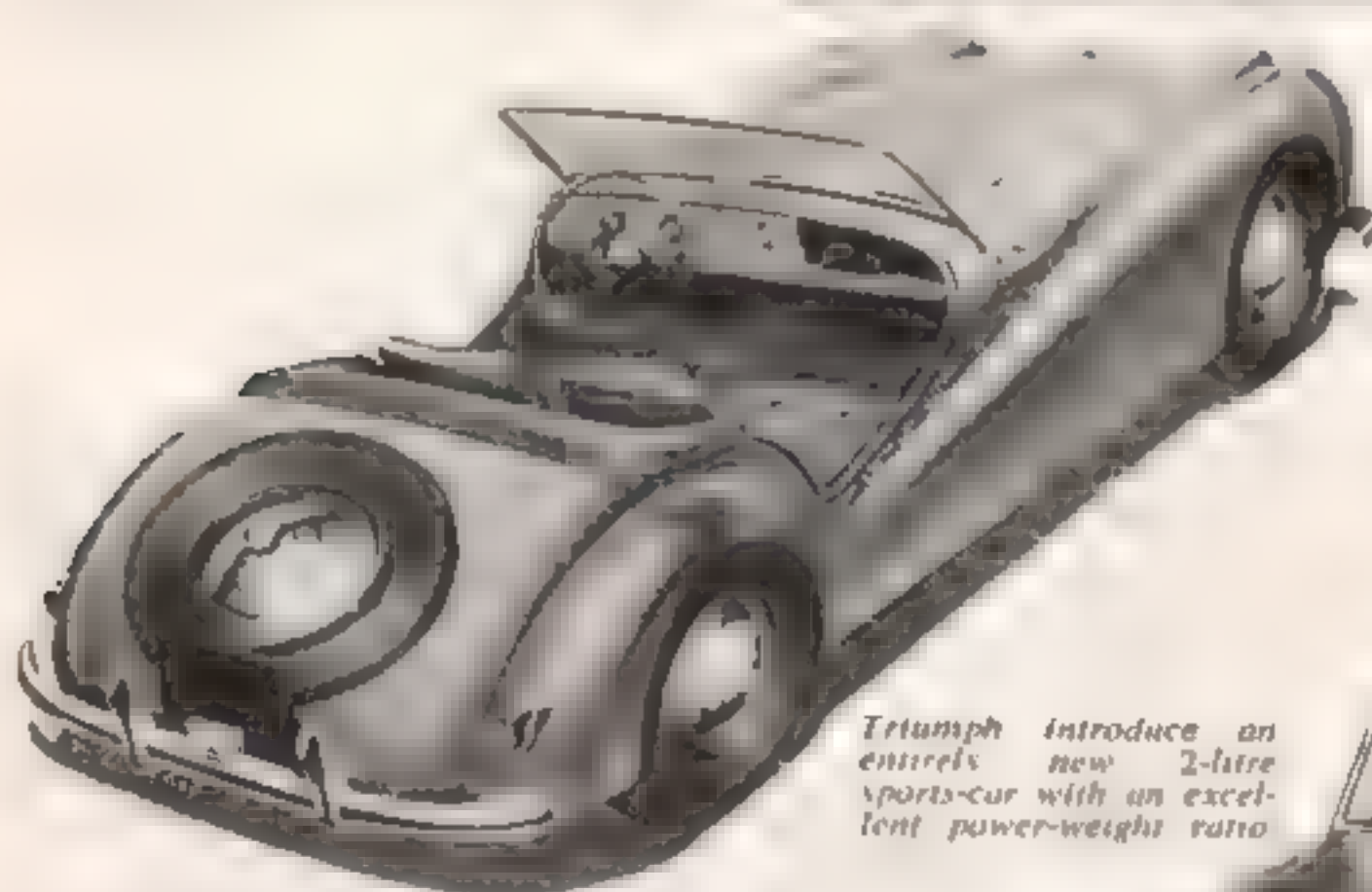
**THE ALPS** Scene of great British triumphs in the 1952 Rallye Internationale des Alpes. The car is a Lowett Jupiter

A.C. remain faithful to the well-tryed 2-litre "Six"

Singer's SM "1500" Roadster can now be supplied with a twin-carburettor engine developing 58 b.h.p. at 4,600 r.p.m. The Roadster still remains an export-only model

Rootes Ltd. are showing an increasing interest in high-performance cars as is exemplified by the new o.h.v., 4.1-litre Humber Super Snipe. The "Coupe des Alpes" winning Sunbeam-Talbot has detail changes for 1953, including larger brakes. This machine is becoming very popular as a medium-capacity sports saloon or convertible, with competition-minded people. Rover's "75" continues with little alteration.

Jensen show the fast "Interceptor" which has a 6-cylinder engine similar to that used in the Austin A130 "Princess"



Triumph introduce an entirely new 2-litre sports-car with an excellent power-weight ratio

From the Continent the most outstanding high-performance cars at the show are Pegaso, 8V Fiat, Porsche and the Gran Turismo Lancia Aurelia. The first two models have not been seen in this country before and will be studied with great interest as examples of modern sports-car engineering

## SPECIFICATIONS

### A.C.

Engine: 6-cyl. o.h.v. 65 x 100 mm. (1.991 c.c.), 74 b.h.p. at 4,500 r.p.m. Three S.I. carburettors, 1 injection

Transmission: 4-speed gearbox, ratios, 15.42, 9, 6.22 and 4.45 to 1. Borg and Beck clutch. Hard-Spicer open propeller shaft, hypoid bevel rear axle

Suspensions: Front and rear semi-elliptic (non-independent). Woodhead-Morris dampers

General: 6'70 x 16 in. tyres, wheelbase 14 ft 4 in., height 5 ft 1 in., turning circle 40 ft, track 4 ft 1 in. (front), 4 ft 8 in. (rear), weight (dry) 26 cwt., Girling hydraulic brakes, fuel tank capacity 11½ galls.

Top gear speed at 1,000 r.p.m.: 12.1 m.p.h.

Prices: 2-door saloon, £1,027 12s. 2d. + £572 7s. 10d. P.T. 4-door saloon, £1,107 19s. 4d. + £677 0s. 8d. P.T. 4-door d.h. coupe, £1,173 0s. 9d. + £677 14s. 4d. P.T. Sports tourer, £1,174 + £642 12s. 2d. P.T.

Makers: A.C. Cars Ltd. Thames Ditton, Surrey.

front turning circle 20 ft., weight (dry) 16½ cwt. Girling hydraulic brakes, fuel tank capacity 11 galls.

Estimated maximum speed: 90 m.p.h.

Estimated fuel consumption: 40 m.p.h. 15 m.p.g.

Top gear speed at 1,000 r.p.m.: 16 m.p.h.

Note: This car can also be supplied with 6-cyl. Ford Zephyr engine 79.37 x 76.2 mm. (2,262 c.c.) 68 b.h.p. at 4,000 r.p.m. Weight (dry) 17½ cwt.

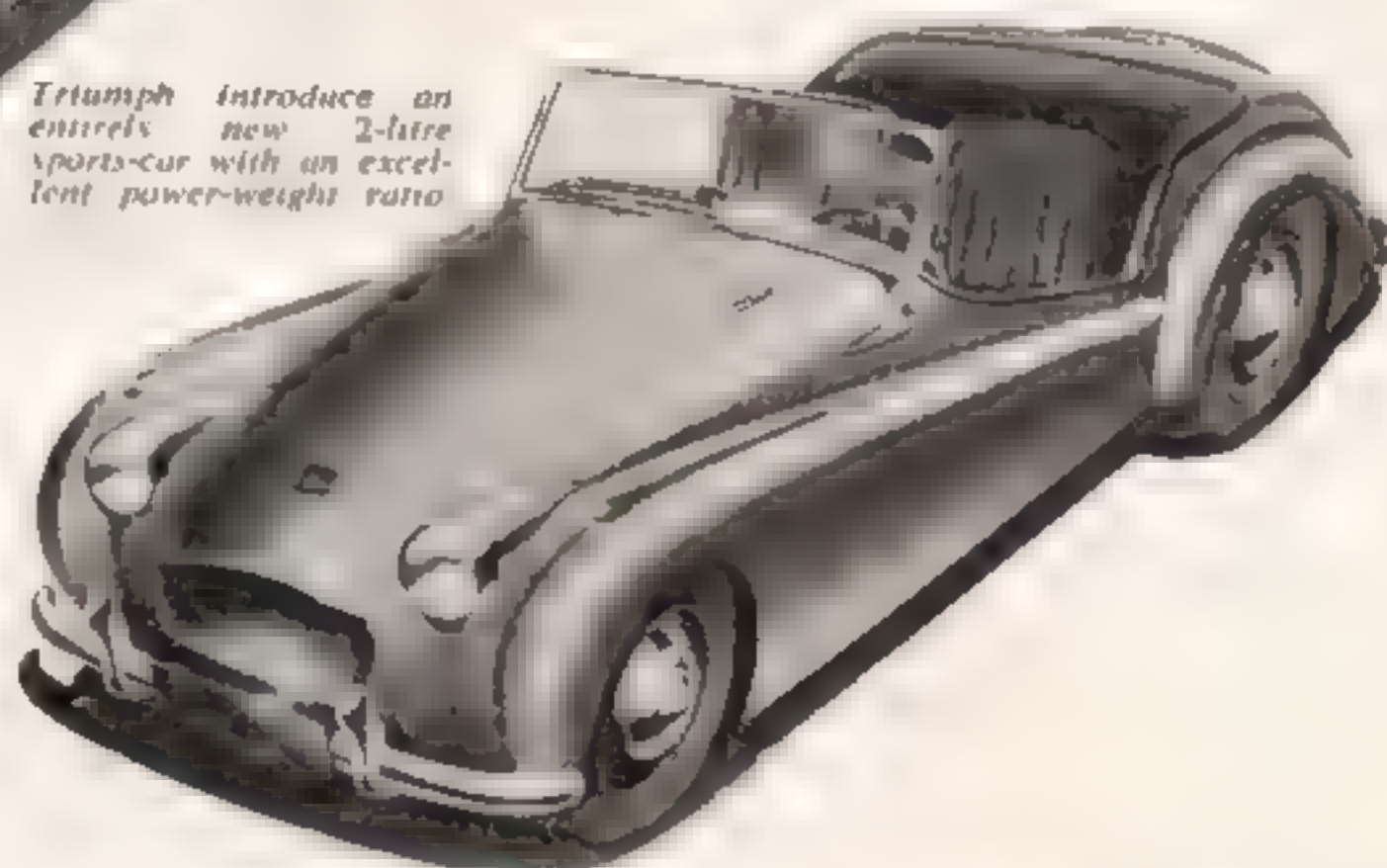
Prices: With Continental, £808 + £445 P.T. 11½ P.T. With Zephyr engine, £865 + £442 12s. 2d. P.T.

### 12X Competition 2-seater.

Engine: 6-cyl. o.h.v. (push-rod), 81 mm. x 92.25 mm. (2,593 c.c.) 40 b.h.p. at 4,000 r.p.m. Two S.I. carburettors, Lucas coil, Lucas pump

Transmission: 4-speed gearbox, ratios, 15.42, 9, 6.22 and 4.45 to 1, single dry-plate clutch, open propeller shaft, hypoid bevel rear axle

Suspensions: Helical springs and divided axle



### ALLARD 161

#### "Palm Beach" Sports 2/3-seater.

Engine: Ford Consul 4-cyl. o.h.v. (push-rod), 94.3 x 96.25 (1,504 c.c.) 40 b.h.p. at 4,400 r.p.m. Single Zenith dual carburettor, Lucas coil, Lucas pump

Transmission: 3-speed gearbox, ratios, 15.42, 7.18 and 4.44 to 1, single dry-plate clutch, open propeller shaft, hypoid bevel rear axle

Suspensions: Helical springs and trailing links (rear), front helical springs and trailing links (rear)

General: 6'4 x 16 in. tyres, wheelbase 11 ft 7 in., height, 4 ft. 3 in. (hood erected), wheelbase 8 ft. track 4 ft. 3 in. (front), 4 ft. 2 in. (rear)

Front helical springs and de Dion rear. Armoring body and chassis.

General: 6'00 x 16 in. tyres (front), 6'40 x 16 in. (rear), overall length 13 ft., height 3 ft. 8 in., wheelbase 8 ft. 4 in., track 4 ft. 8 in. (front), 4 ft. 4 in. (rear), turning circle 38 ft., weight (dry), 203 cwt.; Lockheed hydraulic brakes, 22 in. rear drum, 10 in. disc, tank optional

Estimated maximum speed: 115 m.p.h.

Estimated fuel consumption: 40 m.p.h. 15 m.p.g.

Top gear speed at 1,000 r.p.m.: 27.3 m.p.h.

Price: £1,700 + £265 P.T.

#### P2 Monte Carlo Saloon and "Salari"

Engine: 6-cyl. o.h.v. 94 x 95.25 mm. (3,522 c.c.) 47 b.h.p. at 4,500 r.p.m. Single Ford dual carburettor, Lucas coil, Lucas pump





### Specifications continued

**Transmission and Suspension:** Similar to P2.  
**General:** 6-cyl., o.h.v. 1500 cc. overall length, 16 ft., height, 5 ft., wheelbase, 9 ft., 4 ins., track, 4 ft. 8 ins. (front), 4 ft. 10 ins. (rear); turning circle, 40 ft.; weight (dry), 3,250 lbs.; Lockheed hydraulic brakes; fuel tank capacity, 18 galls.  
 Estimated maximum speed, 80 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 20 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 21.8 m.p.h.  
 Prices: Minor Cab, £1,350 + £118 P.T.  
 Safari, £1,240 + £696 P.T.

### K3 Two-seater

Similar specification to P2 but 95 b.h.p. at 3,800 r.p.m., 10.00, 6.3 and 3.5 to 1 gear ratios; overall length, 13 ft. 4 ins., height, 4 ft. 6 ins. (hood erected); turning circle, 36 ft.; weight (dry), 2,600 lbs.  
 Prices: £1,100 + £612 12d. 4d. P.T.  
 Makers: Austin Motor Co. Ltd., 24-28 Clapham Road, London S.W. 4.

### Austin 131

#### 1.1-litre Saloon

**Engine:** 6-cyl., o.h.v. (push-rod), 64 x 90 mm (2,495 c.c.), 95 b.h.p. at 4,000 r.p.m.; two SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 12.15, 7.89, 5.44 and 4.79 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft, hypoid rear axle.  
**Suspension:** Helical springs and wishbones (independent front); semi-elliptic rear; Coil-over telescopic hydraulic dampers.  
**General:** 6 ft. x 15 ins. x 5 ins. (very) length, 5 ft. 2 ins. (height), 5 ft. 2 ins. (wheelbase), 4 ft. 3 ins. (track), 4 ft. 10 ins. (turning circle), 40 ft. (weight (dry), 2,700 lbs.; Lockheed hydraulic brakes; fuel tank capacity, 14 galls.  
 Estimated maximum speed, 85.90 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 25 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 18.91 m.p.h.

#### Drophead Coupé

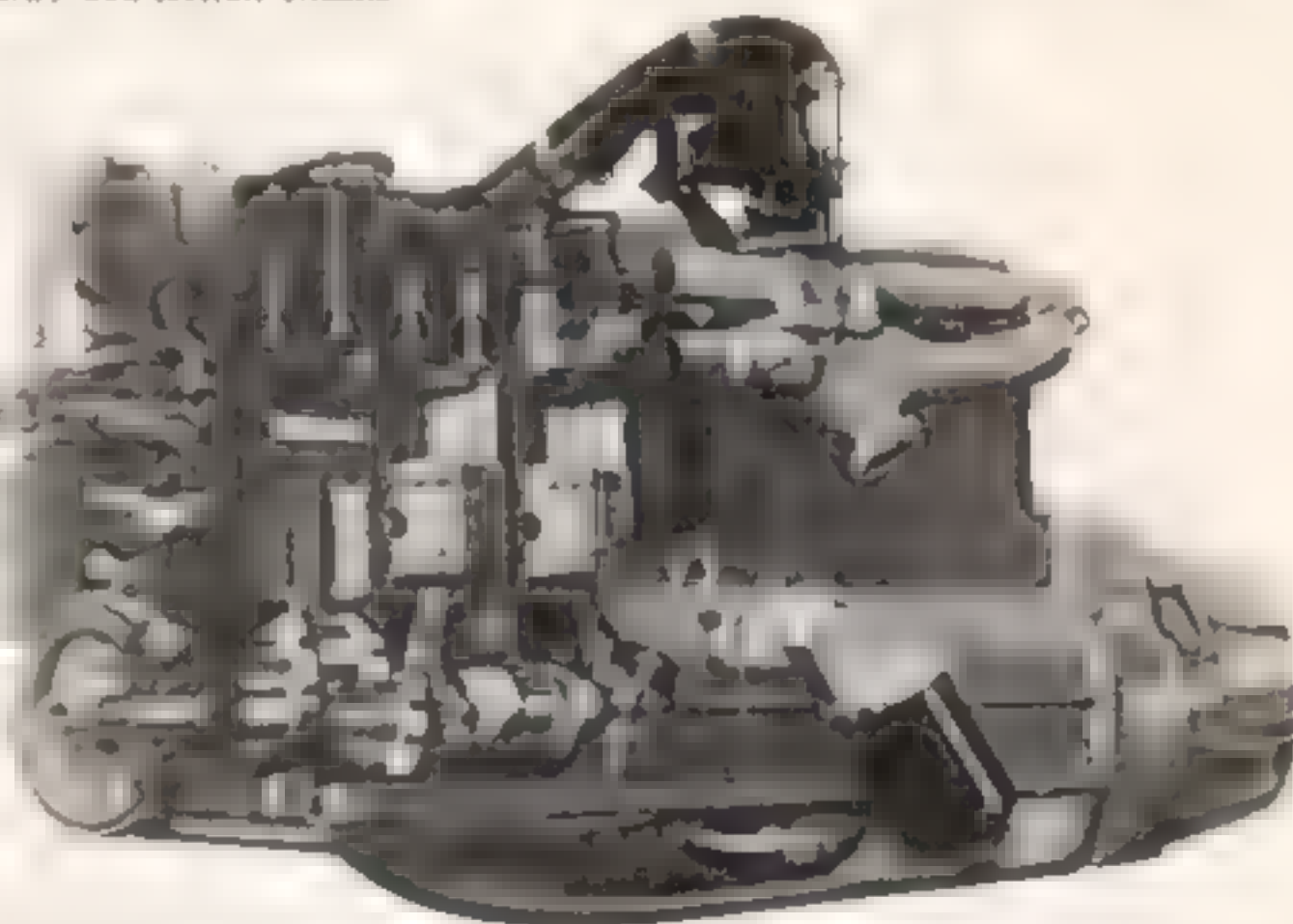
Similar to above, but height, 5 ft. 14 ins., weight (dry), 2,800 lbs.  
 Prices: Saloon, £1,250 + £695 18s. 10d. P.T.  
 Coupé, £1,325 + £757 12s. 2d. P.T.  
 Makers: Alvis Ltd., Coventry.

### Austin Martin 133

#### DB2 Sports Saloon

**Engine:** 6-cyl. twin o.h.v., 78 x 90 mm (2,540 c.c.), 125 b.h.p. at 5,000 r.p.m. ("Vantage" engine); twin SU carburettors; Lucas coil ignition.  
**Transmission:** 4-speed David Brown gearbox; ratios, 12.46, 5.01 and 3.77 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Helical springs and trailing links (independent front); parallel wishbones, beam springs and Panhard rod (rear); Armstrong hydraulic dampers.  
**General:** 6'00 x 16 ins. tyres; Rudge-type wire wheels; overall length, 13 ft. 6½ ins., height, 4 ft. 5½ ins., wheelbase, 8 ft. 3 ins., turning circle, 35 ft., track, 4 ft. 6 ins., weight (dry), 2,900 lbs.; Girling hydraulic brakes; fuel tank capacity, 19 galls.  
 Top gear speed at 1,000 r.p.m.: 21 m.p.h.  
 Notes: Air conditioning and windscreen washers standard. Alternative axle ratios available.  
 Prices: £1,850 + £1,029 1s. 7d. P.T. ("Vantage" engine).  
 D/H Coupé, £1,950 + £1,084 16s. 9d. P.T. ("Vantage" engine).

(Below) The new 6-cyl., o.h.v. engine which powers the Humber Super Snipe. It develops 113 b.h.p. (Above) The sturdy box section chassis



### DB2 "Competition" (NS)

**Engine:** 140 b.h.p. at 5,400 r.p.m., 8.16 to 1 compression ratio, three Weber 36 D.C.F.S. carburettors.  
**Transmission:** 5-speed gearbox; gear ratios, 11.89, 7.75, 5.23, 4.1 and 3.4 to 1.  
**General:** Wheelbase, 7 ft. 9 ins.; weight (dry), 16.9 cwt.  
 Prices: Not announced.  
 Makers: Austin Martin Ltd., Farnham, Middlesex.

### ARMSTRONG SIDDELEY 154

#### "Supplive Saloon"

**Engine:** 6-cyl., o.h.v. (push-rod), 90 x 90 mm (3,435 c.c.), 120 b.h.p. at 4,500 r.p.m.; Stromberg carburettors; coil ignition.  
**Transmission:** 4-speed pre-selector gearbox with electric control ratios, 13.909, 8.553, 5.564 and 4.491 to 1; manual gearbox; ratios, 12.8, 8.54, 5.8 and 4.79 to 1; A.S.H. Newton-John clutch with pre-selector gearbox; Borg and Beck with manual gearbox; Hardy-Spicer divided propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent front; helical and trailing links; semi-elliptic rear; Girling telescopic dampers.  
**General:** 6'50 x 16 ins. tyres; overall length, 16 ft. 10 ins., height, 5 ft. 10 ins., turning circle, 42½ ft., track, 4 ft. 8½ ins. (front), 4 ft. 9½ ins. (rear); weight (dry), 31 cwt.; Girling hydraulic brakes; fuel tank capacity, 16 galls. (1½ galls. in reserve).  
 Estimated maximum speed, 90-95 m.p.h.  
 Top gear speed at 1,000 r.p.m.: 20 m.p.h.  
 Prices: £1,100 + £618 3s. 4d. P.T.  
 Makers: Armstrong Siddeley Motors Ltd., Parkside, Coventry.

### AUSTIN 157

#### A46 Sports

**Engine:** 4-cyl., o.h.v. (push-rod), 65.5 x 89 mm (1,200 c.c.), 50 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 20.54, 12.88, 8.13 and 5.28 to 1; Borg & Beck clutch; Hardy-Spicer propeller shaft; spiral bevel rear axle.  
**Suspension:** Independent front (helical and wishbones); semi-elliptic rear; Armstrong hydraulic dampers.  
**General:** 5'25 x 16 ins. tyres; overall length, 13 ft. 3½ ins., height, 5 ft. 4 ins., turning circle, 37 ft., track, 4 ft. 0½ in. (front), 4 ft. 2 ins. (rear); weight (dry), 19 cwt.; Girling hydraulic brakes; fuel tank capacity, 21 galls.  
 Estimated maximum speed, 80 m.p.h.  
 Prices: £1,171 + £118 P.T.  
 Makers: The Austin Motor Co. Ltd., Longbridge, Birmingham.

### BENTLEY 176

#### Sports Saloon

**Engine:** 6-cyl. o.h.v. (push-rod), side exhaust, 92 x 114 mm (4,556 c.c.); twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 12.113, 7.439, 5.81 and 3.7 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent front (helical springs and wishbones); semi-elliptic rear; hydraulic dampers (front and rear).  
**General:** 6'50 x 16 ins. tyres. Overall length, 16 ft. 7½ ins., wheelbase, 10 ft. 0 in., turning circle, 41 ft. 3 ins., track, 4 ft. 8½ ins. (front).

4 ft. 10½ ins. (rear). Weight (dry), 37½ cwt.  
 Rock-Royce hydro-mechanical brakes. Fuel tank capacity, 18 galls.  
 Estimated fuel consumption (50 m.p.h.): 17 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 22.2 m.p.h.

#### Bentley "Continental"

Specification similar to above but gear ratios, 8.23, 4.75, 3.74 and 3.07 to 1. Overall length, 17 ft. 2½ ins., turning circle, 46 ft. Weight (dry), 37½ cwt.  
 Prices: Sports Saloon, £1,100 + £1,723 14s. 5d. P.T.  
 Chassis, £1,770 + £1,262 12s. 3d. P.T.  
 Continental Export only.  
 Makers: Bentley Motors (1931) Ltd., Condor Street, London.

### BRISTOL 133

#### Type 441

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm (2,971 c.c.), 85 b.h.p. at 4,500 r.p.m.; three Solex carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 14.08, 7.12, 5.04 and 3.9 to 1. Freewheel incorporated on 1st gear; Borg and Beck clutch; Hardy-Spicer open propeller shaft; spiral bevel rear axle.  
**Suspension:** Independent front; transverse leaf and wishbones (top on bar rear drive axle); telescopic hydraulic dampers.  
**General:** 5'5 x 16 ins. tyres. Overall length, 15 ft. 11½ ins., height, 5 ft., turning circle, 37 ft. 6 ins., track, 4 ft. 3½ ins. (front), 4 ft. 6 ins. (rear); weight (dry), 2,700 lbs.; Lockheed hydraulic brakes; fuel tank capacity, 17 galls.  
 Estimated maximum speed, 99 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 25 m.p.g.



Top gear speed at 1,000 r.p.m.: 20.3 m.p.h.  
 Price: £2,000 + £170 10s. 6d. P.T.  
 Makers: The Bristol Aeroplane Co. Ltd., Filton  
 Bristol

### CITROËN 152

#### Citroën "Six Cylinder".

Engines 6-cyl., o.h.v. (push-rod), 78 x 100 mm (2,866 c.c.), 76 b.h.p. at 3,800 r.p.m. Sole double-choke carburettor. Lucas coil ignition.  
 Transmission 3-speed gearbox, ratios, 13.25, 5.62 and 3.87 to 1. Dry-plate clutch. Front drive via universally-jointed drive shafts.  
 Suspension Independent all round by torsion bars. Newton hydraulic dampers.  
 General 18.5 x 400 tyres. Overall length, 10 ft. 1½ ins.; height, 5 ft. 1 in.; turning circle, 45 ft. 6 ins.; track, 4 ft. 10½ ins.; weight (dry), 2½ cwt. Lockheed hydraulic brakes. Fuel tank capacity, 15 galls.  
 Estimated maximum speed: 83 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 18 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 20 m.p.h.  
 Price: Fixed-roof saloon, £980 + £545 18s. 11d. P.T.  
 Also 4-cyl., 78 x 100 mm. (1,911 c.c.) model, 56 b.h.p. at 4,200 r.p.m.  
 Estimated maximum speed: 75 m.p.h.  
 Price: Fixed-roof saloon, £885 + £382 1s. 2d. P.T.  
 Makers: Citroën Cars Ltd., Trading Estate, Slough, Bucks.

### CONNARAIGHT NS

#### Type L3 S.R.

Engines 4-cyl., o.h.v. (push-rod), twin carburettors, 78 x 100 mm. (1,767 c.c.), 107 b.h.p. at 4,000 r.p.m., two SU carburettors; coil ignition.  
 Transmission 4-speed gearbox, ratios, 17.2, 8.6, 4.6 and 4.3 to 1. Heavy-duty 9 in. flywheel and Beck clutch. Heavy Spicer open propeller shaft with a bevel rear axle.  
 Suspension Torsion bars and wishbones (independent), front; semi-elliptic rear; Girling hydraulic dampers.  
 General 6.00 x 16 ins. tyres, overall length, 12 ft. 9 ins.; height, 3 ft. 8 ins.; wheelbase 8 ft. 3 in.

4 ft. 6 ins. Turning circle 42 ft. Track 4 ft. 8 ins. (front), 4 ft. 4 ins. (rear). Gyralap hydraulic mechanical brakes. Fuel tank capacity, 15 galls.  
 Estimated maximum speed: 80 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 25 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 16.66 m.p.h.  
 Notes: Electric-hydraulic power-operated hood, windscreen wash and dual self-parking wipers fitted fog lamps.  
 Price: £1,710 + £951 10s. 6d. P.T.  
 Makers: Daimler Ltd., Coventry.

### DELANALF 144

#### Type 135M

Engines 6-cyl., o.h.v. (push-rod), 84 x 107 mm (3,456 c.c.), 117 b.h.p. at 3,850 r.p.m. Three SU carburettors; coil ignition.  
 Transmission: Coral electro-magnetic gearbox, ratios, 17.60, 5.60 and 3.47 to 1. Spicer plate clutch. Open propeller shaft. Gleason hypoid bevel rear axle.  
 Suspension Transverse leaf independent front; coil springs and friction dampers.  
 General 6.00 x 16 ins. tyres. Rudge-type wire wheels. Wheelbase, 9 ft. 7 ins.; track, 4 ft. 6 ins. (front), 4 ft. 4 ins. (rear). Turning circle, 41.4 ft. Chassis weight, 4 cwt. Bonnet, 50 in. Fuel tank capacity, 22 galls.  
 Estimated maximum speed: 105 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 16 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 25 m.p.h.  
 Price: With British-built sedan coupé body (four seats), £2,740 (including P.T.).  
 Makers: Delanalf Ltd., London.

#### Type 135

Engines Similar to 135M but 52 b.h.p. at 4,200 r.p.m.  
 General Wheelbase, 9 ft. 8 ins.; track, 4 ft. 6 ins. (front), 4 ft. 11 ins. (rear).  
 Price: In sedan body by Avon of Paris approx. £4,750 (including P.T. etc.).  
 Concessionaires: Selborne (Mayfair) Ltd., London.

### BELLOW NS

#### Mark II Two-seater.

Engines 4-cyl., o.h.v., 63.5 x 92.5 mm. (1,172 c.c.), 31 b.h.p. at 4,000 r.p.m. One Zenith or two SU carburettors; coil ignition.  
 Transmission 3-speed gearbox, ratios, 16.99, 9.73 and 5.9 to 1. Enclosed torque tube propeller shaft with plate clutch. Spiral-bevel rear axle.  
 Suspension Transverse leaf (front); helical spring rear; semi-independent. Girling hydraulic brakes.  
 General 4.50 x 17 ins. tyres (front) and 5.50 x 16 ins. (rear); overall length, 11 ft. 7 ins.; height, 4 ft. 4½ ins. Wheelbase, 6 ft. 10½ ins. Track (front and rear), 3 ft. 9 ins. Turning circle, 28 ft. 6 ins. Weight (dry), 11 cwt. 2 qrs. Fuel tank capacity, 15 galls. Girling mechanical brakes.  
 Estimated maximum speed: 70 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 31 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 16 m.p.h.  
 Special features Weight distribution designed to give maximum traction allied to good all-round road-holding. Good ground clearance; full all-weather equipment, based on standard Ford chassis. Solid steel air chassis. Light aluminium alloy body panels.

#### Mark III Sports-Tourer.

Similar specification to Mk. II, but weight (dry) 12½ cwt. Wheelbase, 7 ft. 10½ ins. Turning circle 32 ft. Nine-gall fuel tank. Two rear occasional seats fitted.  
 Price: Mk. II, £1,497 + £277 12s. 2d. P.T. Mk. III, £1,540 + £210 10s. P.T.  
 Makers: Bellow Motors Ltd., Alceburgh, Birmingham.

### FIAT 15 158

Engines 6-cyl., o.h.v. (push-rod), 72 x 61.3 mm (1,960 c.c.), 110 b.h.p. at 4,000 r.p.m. Two Weber D.C.P.3 carburettors; coil ignition.  
 Transmission 4-speed constant-mesh gearbox, ratios, 11.04, 7.25, 5.19 and 4.1. 8½ in. clutch with flexible hub centre. Open propeller shaft. Hypoid bevel rear axle.  
 Suspension All-independent springing by vertical helical springs, telescopic hydraulic dampers.  
 General 16.5 x 400 tyres. Overall length, 13 ft. 1½ ins.; height, 4 ft. 1½ ins.; wheelbase, 7 ft. 10½ ins. Track, 4 ft. 2½ ins. Weight (dry) 1½ cwt.  
 Estimated maximum speed: 125 m.p.h.  
 Concessionaires: Fiat (England) Ltd.

### FORD ZEPHYR 137

Engines 6-cyl., o.h.v. (push-rod), 79.37 x 76.2 mm (2,262 c.c.), 68 b.h.p. at 4,000 r.p.m., d/d carburettor; coil ignition (12 V).  
 Transmission 3-speed gearbox, ratios, 12.62, 7.29 and 4.44 to 1. Hydraulically-operated clutch with plate shaft. Hypoid bevel rear axle.  
 Suspension Independent front (helical and wishbones); semi-elliptic rear; built-in hydraulic shock absorbers.  
 General 6.40 x 13 ins. tyres, overall length, 14 ft. 2 ins.; height, 3 ft. 0½ ins.; turning circle, 43 ft. Track, 4 ft. 2 ins. (front), 4 ft. 1 in. (rear). Hydraulic brakes; fuel tank capacity, 14 galls. Weight (dry), 2,447 lb.  
 Estimated maximum speed: 90 m.p.h.  
 Estimated fuel consumption (brake) 40 m.p.h.: 24 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 8.4 m.p.h.  
 Price: Saloon, £532 + £297 1s. 7d. P.T. Convertible, £571 + £377 12s. 3d. P.T.  
 Also America, Pierce and Fenwick models.  
 Makers: Ford Motor Co. Ltd., Dagenham, Essex.



*A prolific dollar-earner—the M.G. TD two-seater, which is continued unchanged for 1953.*

Track (front and rear), 4 ft. 3 ins.; turning circle 35 ft. Weight (dry), 17 cwt.; fuel tank capacity, 15 galls. Girling hydro-mechanical brakes.  
 Estimated maximum speed: 105-110 m.p.h.  
 Estimated fuel consumption (40 m.p.h.): 20 m.p.g.  
 Special features Wide choice of rear axle ratios.  
 Price: Open two-seater sports, £1,000 + £445 18s. 10d. P.T.

#### Type L3.

Similar to above but length 12 ft. 4 ins.; height 3 ft. 5 ins. Weight (dry), 19 cwt.  
 Makers: Connaught Engineering Ltd., Portsmouth Road, Send, Surrey.

### DAIMLER 165

#### 3-litre Convertible Coupé.

Engines 6-cyl., o.h.v. (push-rod), 76.2 x 107.95 mm (2,952 c.c.), 100 b.h.p. at 4,400 r.p.m. Twin SU carburettors; coil ignition.  
 Transmission Fluid flywheel, gear ratios, 14.68, 7.76, 4.89 and 3.46 to 1 (overdrive). Hardy Spicer open divided propeller shaft; hypoid bevel rear axle.  
 Suspension Helical and wishbones i.f.s.; semi-elliptic rear; telescopic hydraulic dampers.  
 General 6.50 x 16 ins. tyres. Overall length, 16 ft. 2½ ins.; height, 5 ft. 1½ ins. Wheelbase

*The Bristol "401", which has gained a world-wide reputation for the highest standards of automobile engineering.*







## Specifications—continued

### FRAZER NASH 199

#### Le Mans Replica Match II

Engine: 6-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 334 b.h.p. at 3,500 r.p.m.; dual Solex d carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 10.7, 6.9, 4.7 and 3.6; 1st gear 15.00.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 150 x 160 x 140 in. wheelbase, 8 ft. 4 in. track, 4 ft. 7 in. height, 121 cwt. (1904 lbs.); hydraulic brakes; fuel tank capacity 17.5 gal.

Top gear speed at 1,000 r.p.m.: 21.7 m.p.h.  
 Price: £2,000 + £112 12s. 3d. P.T.

#### Targa Florida Turismo

Engine: Similar to "Replica", but 100 b.h.p. at 4,000 r.p.m.  
 Transmission: Similar to "Replica", but gear ratios 14.5, 7.85, 4.77 and 3.6 to 1.  
 Suspension: Same as "Replica".  
 General: Weight 1,100 lbs.  
 Price: £1,940 + £112 12s. 3d. P.T.

#### Targa Florida "Cross Sport"

Similar to "Turismo", but with "Replica" engine.  
 Price: £2,250 + £125 10s. 0d. P.T.

#### Millie Midge

Similar to Targa Florida, but long-distance fuel tanks (17.5 gal.).  
 Price: £2,250 + £125 10s. 0d. P.T.

#### 1.6-litre Roadster

Engine: 4-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 90 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 13.0, 8.5, 5.1 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 General: Similar to Targa Florida.  
 Price: £1,500 + £14 10s. 0d. P.T.  
 Makers: A.N. Ltd., Falcon Works, Isleworth, Middlesex.

### HUMBER 113

#### 1.4-litre

Engine: 4-cyl. o.h.v. (push-rod), 80.5 x 120 mm (2.443 c.c.), 106 b.h.p. at 4,200 r.p.m.; twin Solex carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 13.0, 8.5, 5.1 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.

**LONG STRAIGHT ROADS** of the Continent, where high performance counts. The car is an A.K. 120 Jaguar

Engine: 6-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 10.7, 6.9, 4.7 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 150 x 160 x 140 in. wheelbase, 8 ft. 4 in. track, 4 ft. 7 in. height, 121 cwt. (1904 lbs.); hydraulic brakes; fuel tank capacity 17.5 gal.

Estimated maximum speed: 104 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 24 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 20.6 m.p.h.  
 Price: £2,118 + £178 3s. 4d. P.T.  
 Approx. drophead coupe: £1,245 + £178 10s. 10d. P.T.

#### 3-litre Convertible

Engine: 6-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.

Transmission: 4-speed gearbox; ratios: 10.7, 6.9, 4.7 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 150 x 160 x 140 in. wheelbase, 8 ft. 4 in. track, 4 ft. 7 in. height, 121 cwt. (1904 lbs.); hydraulic brakes; fuel tank capacity 17.5 gal.

Estimated maximum speed: 102 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 24 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 20.6 m.p.h.  
 Price: £2,118 + £178 3s. 4d. P.T.

#### Nash Humber

Engine: 6-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.

Transmission: 4-speed gearbox; ratios: 10.7, 6.9, 4.7 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 150 x 160 x 140 in. wheelbase, 8 ft. 4 in. track, 4 ft. 7 in. height, 121 cwt. (1904 lbs.); hydraulic brakes; fuel tank capacity 17.5 gal.

Top gear speed at 1,000 r.p.m.: 20.6 m.p.h.  
 Price: £2,118 + £178 3s. 4d. P.T.

### Humber "Hundred"

#### See pages 536-538

Makers: Donald Humber Motor Co. Ltd., The Car Works

#### H.R.G. "1,500" N.C.

Engine: 4-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 14.5, 7.85, 4.77 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.

General: 16 x 550 type; overall length, 12 ft. height, 4 ft. 2 in.; wheelbase, 8 ft. 7 in.; turning circle, 32 ft.; track, 4 ft. 8 in.; front, 1 ft. 9 in.; rear, 1 ft. 4 in.; weight (dry), 141 cwt.; H.R.G. cable brakes; fuel tank capacity 10 gal.  
 Estimated maximum speed: 90 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 32.15 m.p.g.

Top gear speed at 1,000 r.p.m.: 20 m.p.h.  
 Price: £1,995 + £498 14s. 0d. P.T.  
 \* Optional hydraulic brakes with 22.5 optional for 1952.

#### H.R.G. "1,100"

Engine: 4-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.

Transmission: 4-speed gearbox; ratios: 14.5, 7.85, 4.77 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 16 x 550 type; overall length, 12 ft. height, 4 ft. 2 in.; wheelbase, 8 ft. 7 in.; turning circle, 32 ft.; track, 4 ft. 8 in.; front, 1 ft. 9 in.; rear, 1 ft. 4 in.; weight (dry), 141 cwt.; H.R.G. cable brakes; fuel tank capacity 10 gal.

Estimated maximum speed: 80 m.p.h.  
 Estimated fuel consumption (50 m.p.h.): 37-46 m.p.g.  
 Top gear speed at 1,000 r.p.m.: 17.5 m.p.h.  
 Price: £1,495 + £498 14s. 0d. P.T.  
 Makers: H.R.G. Engineering Co. Ltd., Troworth

#### HUMBER 145

#### Super Coupe

Engine: 6-cyl. o.h.v. (push-rod), 60 x 80 mm (19.1 c.c.), 110 b.h.p. at 4,000 r.p.m.; twin Solex carburetors; coil ignition.  
 Transmission: 4-speed gearbox; ratios: 10.7, 6.9, 4.7 and 3.6 to 1; floor and Beck clutch; open 1st gear shaft; speedometer flange drive.  
 Suspension: independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic shock absorbers.  
 General: 150 x 160 x 140 in. wheelbase, 8 ft. 4 in. track, 4 ft. 7 in. height, 121 cwt. (1904 lbs.); hydraulic brakes; fuel tank capacity 17.5 gal.

(Continued on page 531)





The Javelin now has the new Series III engine which retains the Javelin's well proved horizontally opposed principle but incorporates the modifications resulting from five years of successful international competition work and strenuous overseas use. The



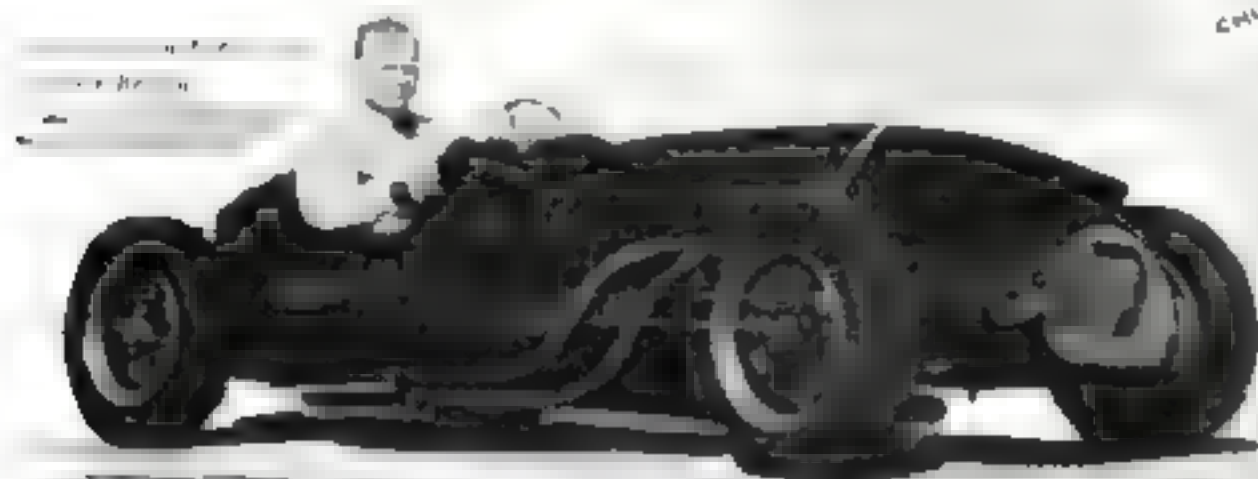
Jupiter also has the Series III engine tuned for specially high performance and behind the driver is a roomy

tonneau and luggage boot. The Bradford Commercial range — van, utility, and lorry, is known all over the world for its amazing economy and sturdy reliability. These three cars come from the same famous Yorkshire stable of Jowett Cars Limited who have been making cars for nearly half a century.

**JOWETT**  
**of BRADFORD**



1952—A YEAR OF  
OUTSTANDING SUCCESS  
FOR "BRISTOL"  
2-LITRE ENGINES...



The outstanding racing successes were made possible by the two-litre Bristol engine—basically the same unit as that in the Type 40 saloon—indicative of the high standards of design and workmanship and the scrupulous attention to detail which have won for this car a proud position in the world of motor racing.



THE BRISTOL 2-LITRE



401 SALOON

FLORIDA-U.S.A.  
1<sup>ST</sup> FRAZER  
NASH  
12 HOUR GRAND PRIX

CANNES  
APRIL 20<sup>TH</sup>  
RALLYE SOLEIL  
FRAZER NASH  
AUTOMOBILE CLUB  
CUP WINNER

BOREHAM  
MAY 7<sup>TH</sup>  
1<sup>ST</sup> COOPER-  
BRISTOL  
FORMULA-LIBRE

GOODWOOD  
AUGUST 1<sup>ST</sup>  
1<sup>ST</sup> COOPER-  
BRISTOL  
LAVANT AND  
CHICHESTER CUPS

GOODWOOD  
JUNE 3<sup>RD</sup>  
1<sup>ST</sup> COOPER-  
BRISTOL  
INTERNATIONAL  
TROPHY

SILVERSTONE  
MAY 24<sup>TH</sup>  
BRISTOL CARS  
TEAM PRIZE  
PRODUCTION TOURING  
CARS RACE

BOREHAM  
AUGUST 7<sup>TH</sup>  
1<sup>ST</sup> FRAZER  
2<sup>ND</sup> NASHES  
100 MILES RACE

BELFAST  
JUNE 1<sup>ST</sup>  
2<sup>ND</sup> COOPER-  
BRISTOL  
ULSTER TROPHY  
RACE

SILVERSTONE  
MAY 24<sup>TH</sup>  
3<sup>RD</sup> COOPER-  
BRISTOL  
BRITISH GRAND PRIX

BOREHAM  
AUGUST 3<sup>RD</sup>  
1<sup>ST</sup> COOPER-  
2<sup>ND</sup> BRISTOLS  
FORMULA II  
INTERNATIONAL  
TROPHY



## Specifications—continued

weight (dry), 34½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 15 galls.

Estimated maximum speed: 90-95 m.p.h.

Top gear speed at 1,000 r.p.m.: 22.5 m.p.h.

Prices: Saloon, £1,045 + £542 1s. 1d. P.T. Touring limousine, £1,130 + £629 5s. 7d.

Makers: Humber Ltd., Ryson-on-Dunsmore, near Coventry

## JAGUAR 148

## Mark VII Saloon

Engines: 6-cyl. twin o.h.v., 81 x 105 mm, 13.442 c.c., 160 at 3,200 r.p.m.; two SU carburetors; coil ignition

Transmission: 4-speed gearbox; ratios, 14.4, 8.5, 5.8 and 4.3 to 1, single dry plate clutch; hypoid bevel final drive

Suspensions: Independent front (torsion bars); semi-elliptic rear

General: 6.70 x 16 ins. tyres; overall length, 16 ft. 4½ ins.; height, 5 ft. 3 ins.; turning circle 36 ft. wheelbase 10 ft. track (front), 4 ft. 8 in. (rear) 4 ft. 9½ ins. weight (dry), 3,696 lbs. Girling brakes; fuel tank capacity, 17 galls

Top gear speed at 1,000 r.p.m.: 19.4 m.p.h.

Estimated maximum speed: 101 m.p.h.

Estimated fuel consumption (50 m.p.h.): 17-21 m.p.g.

Prices: £1,140 + £634 16s. 8d. P.T.

Makers: Jaguar Cars Ltd., Coventry

## XE 118 Sports 2-seater and Coupé

Similar power unit and transmission to above, but with gear ratios 12.7, 7.5, 5.2 and 3.8 to 1 wheelbase, 8 ft. 6 ins., tyres 6.00 x 16 ins. overall length, 14 ft. 5½ ins.; height, 4 ft. 4½ ins. track, 4 ft. 3 ins. (front), 4 ft. 2 ins. (rear) Weight (dry), 2,688 lbs. (open two-seater), 2,850 lbs. (coupé); turning circle, 31 ft., fuel tank capacity, 14 galls.

Top gear speed at 1,000 r.p.m.: 21.3 m.p.h.

Estimated maximum speed: 126 m.p.h.

Estimated fuel consumption (50 m.p.h.): 24 m.p.g.

Prices: Sports 2-seater, £1,130 + £629 5s. 7d. P.T.

Coupé, £1,140 + £634 16s. 8d. P.T.

Makers: Jaguar Cars Ltd., Coventry

## JENSEN 148

## Interceptor.

Engines: 6-cyl., o.h.v. (push-rod); 87 mm. x 111 mm. 13.993 c.c.; 130 b.h.p. at 4,000 r.p.m. Zenith Stromberg carburetors; Lucas coil ignition

Transmission: 4-speed gearbox (with overdrive) ratios, 12.75, 8.78, 5.40 and 3.77 to 1, overdrive 2.45 to 1; single-plate dry clutch; open propeller shaft; hypoid bevel rear axle

Suspensions: Independent front by helical springs and wishbones; semi-elliptic rear (non-independent). PVA6 and PVA6X Girling hydraulic dampers

General: 6.00 x 16 ins. disc wheels; Girling hydraulic brakes (21½ at front), 12½ at rear, 13½ ft. 8 ins. height 4 ft. 10 ins. wheelbase 9 ft. 4½ ins. track (front), 4 ft. 6 ins. (rear) 4 ft. 9½ ins. weight (dry), 27½ cwt. fuel tank capacity 13 galls

Estimated maximum speed: 105 m.p.h.

Estimated fuel consumption (at 50 m.p.h.): 25 m.p.g.

Top gear speed at 1,000 r.p.m.: 23.2 m.p.h.

Special features: Available in both cabriolet and saloon forms

Prices: £1,700 + £948 18s. 10d. P.T.

Makers: Jensen Motors Ltd., West Bromwich

## JOWETT JUPITER 134

Engines: 4-cyl. horizontally-opposed, o.h.v. (push-rod), 72.5 x 90 mm. 11.486 c.c.; 62.5 b.h.p. at 4,500 r.p.m. twin Zenith carburetors; coil ignition

Transmission: 4-speed gearbox; ratios 16.1, 9.9, 6.10 and 4.56 to 1. Borg and Beck clutch; divided propeller shaft with rubber-mounted centre bearing; hypoid bevel rear axle

Suspensions: Independent front (torsion bars and wishbones); torsion bar rear; Woodhead-Monroe dampers

General: 16 x 5.50 ins. tyres; overall length, 14 ft. height, 4 ft. 8 ins.; turning circle, 31 ft., track 4 ft. 4 ins. (front), 4 ft. 2½ ins. (rear) weight (dry), 1,895 lbs., Girling hydraulic brakes; fuel tank capacity, 10 galls

Estimated maximum speed: 90 m.p.h.

Top gear speed at 1,000 r.p.m.: 17 m.p.h.

Notes: Series III engine with new type crankshaft; pushed heads and ports; exterior-opening Ritzack locker on Mk. 1A model

Prices: £825 + £459 16s. 8d. P.T. Mark 1A £895 + £498 14s. 5d. P.T.

## Jowett Interim.

Engines: Similar to Jupiter, but 52.5 b.h.p. at 4,500 r.p.m.

Transmission: Gear ratios, 17.4, 10.6, 6.7 and 4.875 to 1, Layrub midships bearing on propeller shaft; hypoid bevel rear axle

Suspensions: Similar to Jupiter

Suspensions: Independent springing all round helical and wishbones (front); torsion bar (rear); Armstrong hydraulic dampers

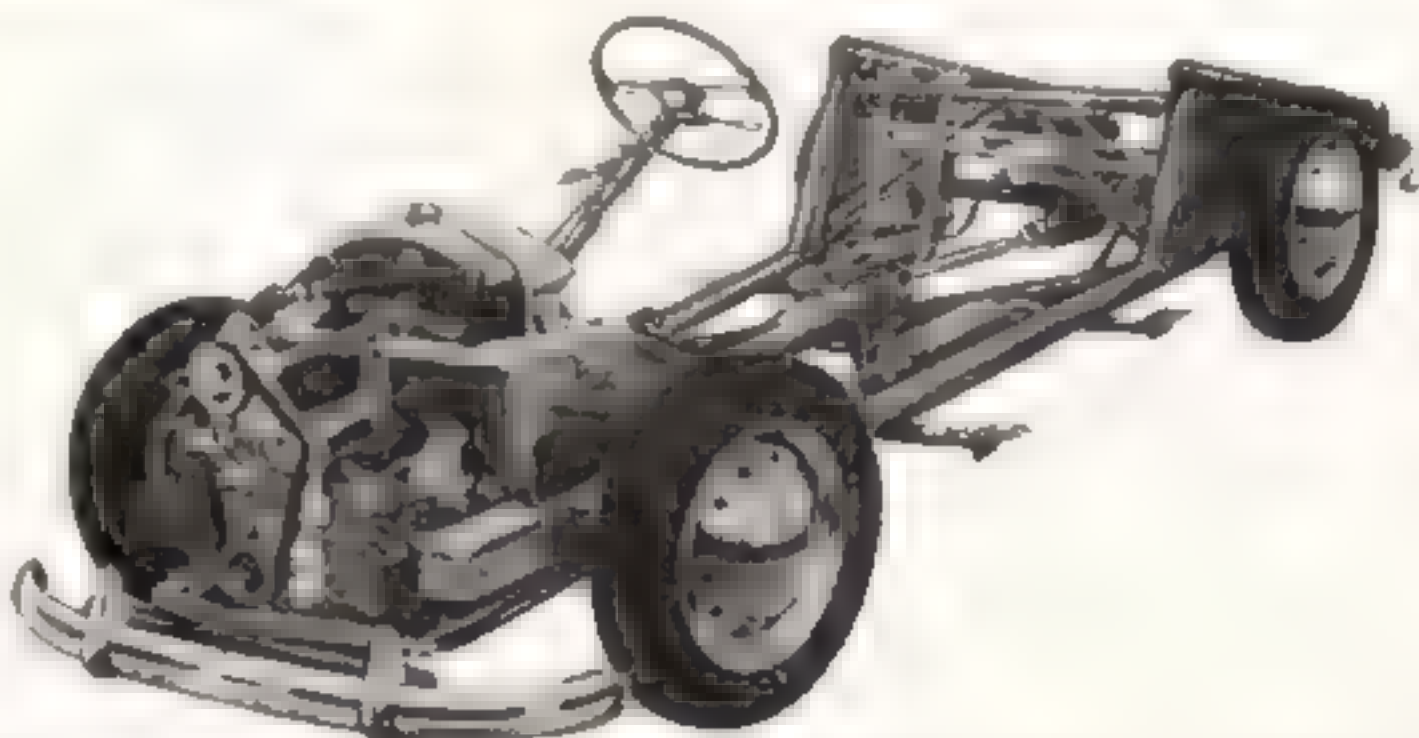
General: 6.50 x 16 ins. tyres; overall length, 15 ft. 8 ins., height, 5 ft. 4 ins.; wheelbase, 9 ft. 5½ ins., turning circle, 38 ft.; track, 4 ft. 8½ ins. weight (dry), 29 cwt., Lockheed hydraulic brakes; fuel tank capacity, 19 galls

Estimated maximum speed: 92 m.p.h.

Estimated fuel consumption (50 m.p.h.): 22 m.p.g.

Top gear speed at 1,000 r.p.m.: 17.7 m.p.h.

Notes: Cruciform chassis frame, superb finish built-in hydraulic jacks (Smith manual on d/h coupé).



General: 16 x 5.25 ins. tyres; overall length, 14 ft. height, 4 ft. 4½ ins.; turning circle, 33 ft., track 4 ft. 3 ins. (front), 4 ft. 2 ins. (rear); fuel tank capacity 8 galls

Estimated maximum speed: 80 m.p.h.

Estimated fuel consumption (50 m.p.h.): 32 m.p.g.

Top gear speed at 1,000 r.p.m.: 16 m.p.h.

Notes: New front suspension system; the sportsman's streamlined rubber bushet at a) moving parts. Series III engine

Prices: Saloon, £695 + £387 12s. 1s. P.T. Saloon de luxe, £775 + £432 1s. 1s. P.T.

Makers: Jowett Cars Ltd., Idle, Bradford

## LAGONDA 131

## Mark II Saloon.

Engines: 6-cyl. twin o.h.v., 78 x 90 mm. 12.540 c.c.; 105 b.h.p. at 5,000 r.p.m., twin SU carburetors; Lucas coil ignition

Transmission: 4-speed gearbox; ratios, 13.36, 9.02, 6.06 and 4.56 to 1, Borg and Beck clutch, Hardy-Spicer open propeller shaft, hypoid bevel rear axle

The 1½-litre Jupiter has a scientifically constructed tubular chassis frame

Prices: £1,925 + £1,070 18s. 11d. P.T. D.h. coupé £1,900 + £1,057 1s. 1d. P.T.

Makers: Lagonda Ltd., Feltham, Middlesex

## LEA-FRANCIS 185

## 2½-litre Sports.

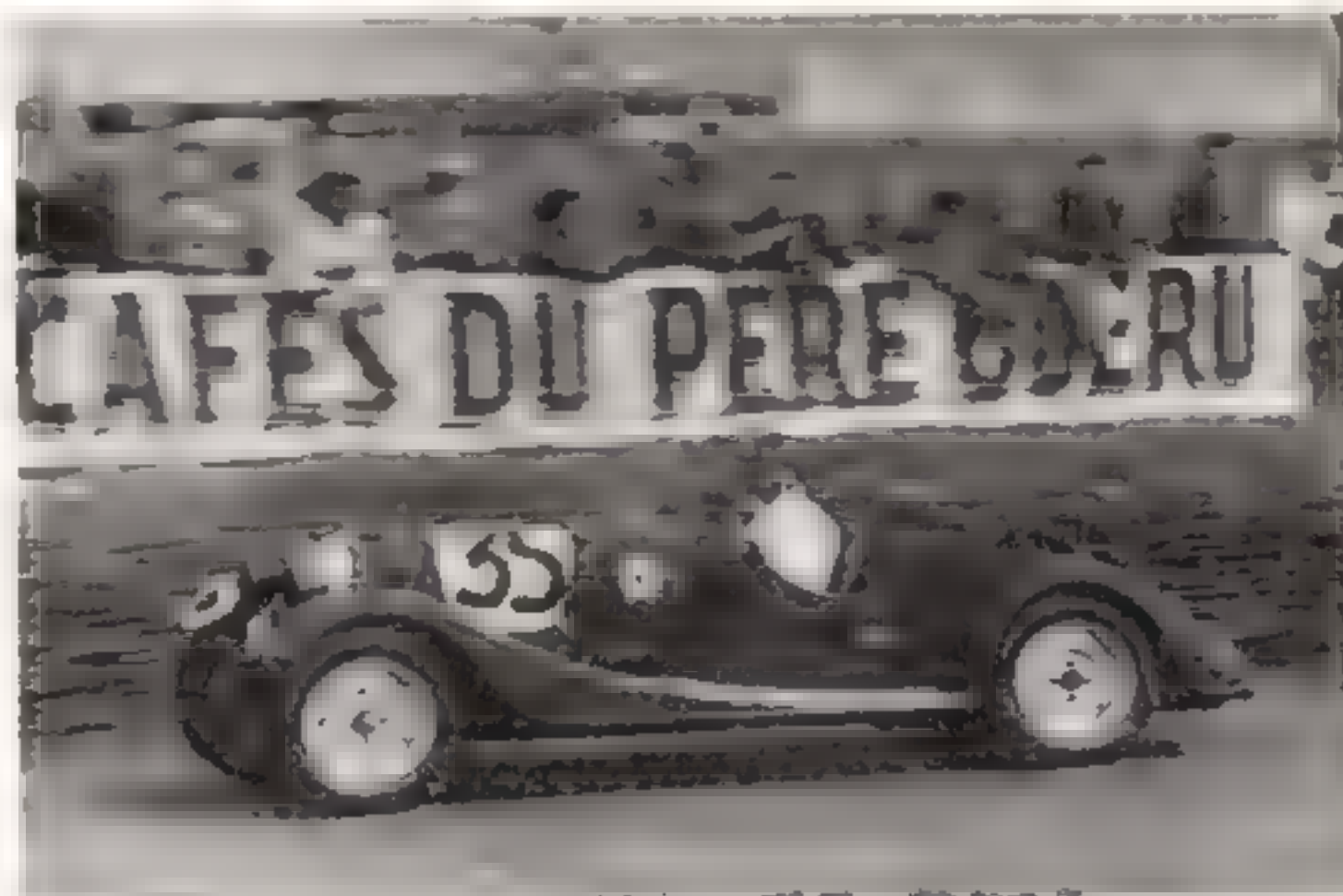
Engines: 4-cyl., o.h.v. (push-rod); 85 x 110 mm. 12.496 c.c.; 105 b.h.p. at 4,000 r.p.m., twin SU carburetors; coil ignition

Transmission: 4-speed gearbox; ratios, 12.57, 7.77, 5.16 and 3.64 to 1. Borg and Beck 9-in. clutch. Hardy-Spicer open propeller shaft, hypoid bevel rear axle

Suspensions: Independent front (torsion bars); semi-elliptic rear. PVA7 Girling hydraulic dampers

General: 6.00 x 16 ins. tyres; overall length 13 ft. 9 ins., height, 4 ft. 6 ins., turning circle 32 ft. track, 4 ft. 4½ ins. (front), 4 ft. 4½ ins. (rear), weight (dry), 23 cwt.; Girling hydraulic brakes; fuel tank capacity 15 galls

Estimated maximum speed: 100 m.p.h.



(Right) The Morgan "Plus Four", seen in action at Le Mans. The model has gained some notable successes, particularly in rally events



Developed in the difficult terrain of Alpine rallies, the latest Sunbeam-Talbot "90" is now accepted as a high performance car of the finest type.

## 1 1/2 litre.

**Engine:** 4-cyl. ohv. pushrod twin carburetors  
**Trans:** 4-spd. manual  
**Drives:** front-wheel drive  
**Dimensions:** Overall length, 20.171, 11 ft. 10 in. Overall width, 5.125 to 5.140 ft.  
**General:** 5.75 x 16 in. tires; overall length, 14 ft. 11 in.; height, 4 ft. 11 in.; wheelbase, 9 ft. 4 in.; curb weight, 2,200 lb. (4,850 lb. gross).

説小治政の癡癡(下) 171

Side of  $\frac{1}{4}$  inch.

Engine: 6-cyl. b.c. (pushrod) val. engine  
42 x 114 mm. (4-166 c.c.): Zenith carburetor  
4-speed gearbox  
Transmission: 4-speed gearbox; ratios 1:1, 1.5:  
1.0 and 1.1 to 1; single dry-plate clutch; 10-pinion  
bevel rear axle  
Suspensions: Independent front (helical springs and  
shock absorbers); rigid rear  
Gearbox: 4-speed; 1st gear 11.5:1, 2nd 8.5:1, 3rd 6.5:1, 4th 5.5:1  
45 ft. track, 4 ft. 10 ins. (front) 5 ft. (rear)  
hydraulic front brakes, mechanically operated  
rear  
Estimated fuel consumption (40 m.p.h.): 17 m.p.g.  
Top road speed at 1,000 r.p.m.: 71 m.p.h.  
Price (excludes tax, 45%): £1,450

## WIKI A WIKI 140

**Fixed-Head Coupe**

Engine: 4-cyl. 1600 cc. 1000 rpm. 1000 cc. 1000 rpm.  
 Transmission: 4-speed manual. 1000 rpm. 1000 rpm.  
 Fuel: 12.5, 11.2, 7.01 and 4.77 to 1. 1000 rpm.  
 Suspension: Helical I.A., semi-elliptic rear; coil  
 springs.  
 Steering: 10:1 ratio. 1000 rpm. 1000 rpm.  
 11 ft. 2 in., track 4 ft. 0 in. 1000 rpm. 1000 rpm.  
 Estimated maximum speed 85 mph.  
 Construction: Low chassis (standard) 1000 rpm.

参考文献 141

54 1,500 Knobs  
(Two Carburetor Models)

[illegible]

## Specifications—continued

Top gear speed at 1,000 r.p.m.: 22.1 m.p.h.  
 A/c 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 2nd 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 Private 2nd 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 P.T. 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.  
 Mahon Ltd. 14 h.p. 2400 r.p.m. 94 h.p. 1 and 14 h.p. 2400 r.p.m.

## LANKLA AC MEDIA 120

### Great Tortoise

[illegible]

## W.G. 1399

## Version ID

[illegible]

## Version 1.0.

**Foxley 4-cyl. o.h.v. (push-rod); 66.3 x 80 mm**  
**1125 cc; 46 b/h.p. at 4800 r.p.m.** SU carb.  
 fuel injection  
**Transmission and Suspension Similar to TD**  
**Gears:** 4, 1, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, length 7' 1"  
 1<sup>st</sup> 4<sup>th</sup>, 2<sup>nd</sup> 4<sup>th</sup>, 3<sup>rd</sup> 9 m., clutch 4 1/2"  
 1<sup>st</sup> normal clutch, 33 ft. & 1/2 track 4 m.  
 2 ins., weight (dry), 194 cwt., fuel tank capacity  
 4 1/2 gal.  
**Price £235 + £350 5d. del. P.T.**  
**Makery M.G. Car Co. Ltd., Abingdon-on-Thames**  
 Oxon.

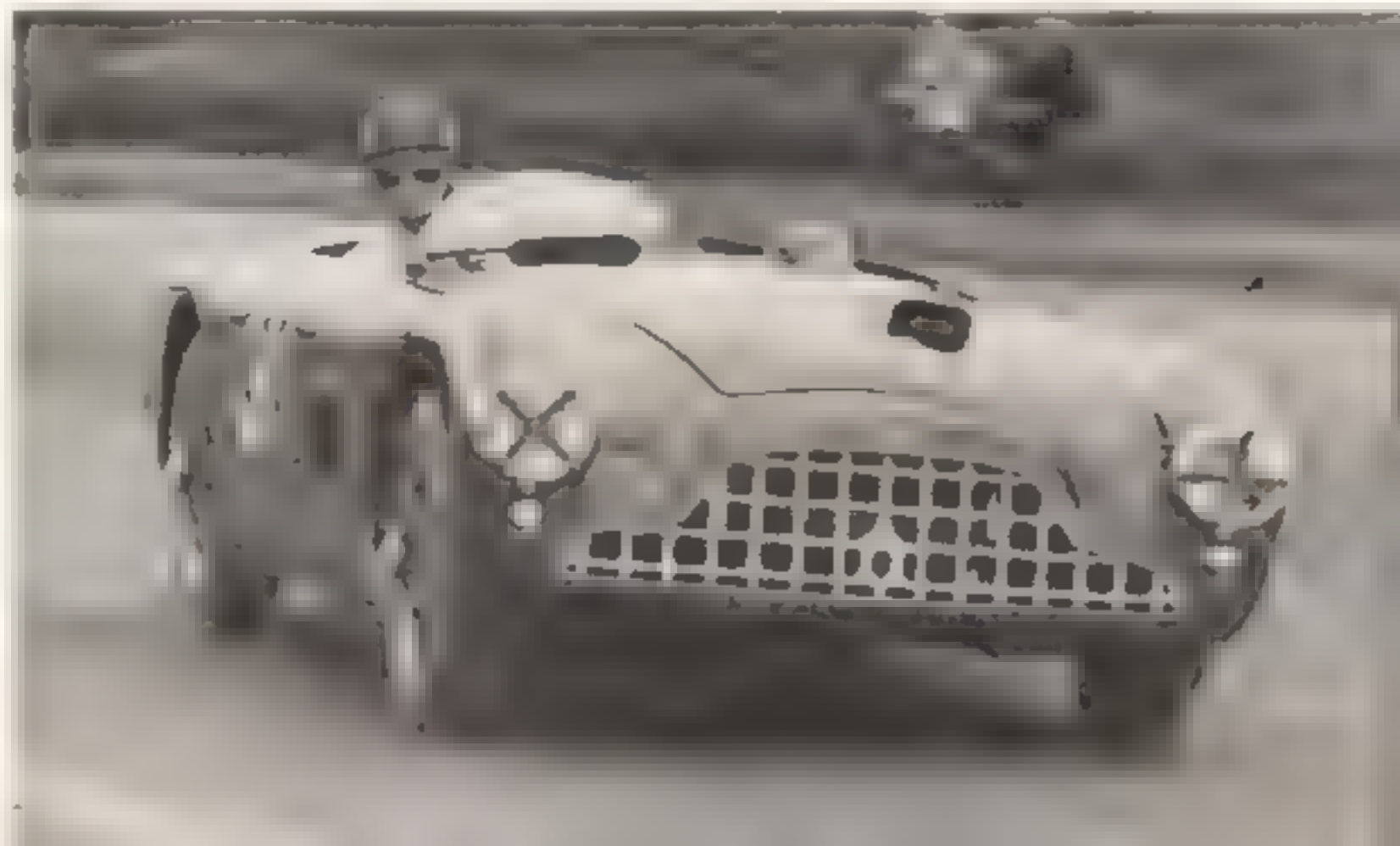
## MORGAN 116

—Piero Ferruzzi

**Engine:** 4-cyl. nat. gas, (push-rod), 25 x 32 mm  
**Transmission:** 4-speed manual, 1st 4.44, 2nd 3.47, 3rd 2.67, 4th 2.11  
**Drivetrain:** 4-wheel drive, 2.67:1 axle ratio, 3.73:1 differential  
**Suspension:** Hotchkiss front, coil-over rear  
**Brakes:** 4-wheel disc brakes  
**Exhaust:** 2 pipes  
**General:** 3.25 x 16 in. steel overall length, 11 ft 1 in. long, 4 ft. 4 1/2 in. wheelbase, 3 ft. track (front and rear), 3 ft. 1 1/2 in. ground clearance, 11 ft weight limit, 151 cwt fuel capacity  
**Optional:** Cooling hydraulic brakes, 235 40-10 tires  
**Estimated maximum speed:** 40 mph  
**Estimated fuel consumption:** 40 mph 24 mpg  
**Top gear speed at 1,000 r.p.m.:** 18.3 mph  
**Price:** 2-door, 2500 cc 2500 17 p.t.  
**2-door, 4-cyl. eng. 1600 cc 14 x 1600**  
**4-cyl. 4-cyl. eng. 1600 cc 21 x 1600 P1**  
**Make:** The Morgan Motor Co. Ltd. Motor  
**Link:** W. S.

0010 5 3 1 30

## 11. Move

[illegible]

A fine example of a modern sports racing-car—the DB3 Aston Martin, with Lance Macklin at the wheel. It will not be on view at Early Court.



## SUNBEAM-TALBOT 147

## Mark IIA.

Engine: 4-cyl. ohv (push-rod) 81 x 11 mm 2,567 c.c. 70 b.h.p. at 4,000 r.p.m. Stromberg dual carburettor, coil ignition.

Transmission: 4-speed gearbox ratios 2.43, 9.63, 5.8, 1 and 1.9 to 1, dry-plate clutch. Hard Spicer open pinion shaft, hypoid bevel rear axle.

Suspension: Helical and wishbones (f.s.) semi-elliptic rear. Armstrong hydraulic dampers.

General: 5'50 x 16 ins. tyres, overall length 13 ft 11 ins, height 5 ft 2 ins, wheelbase 8 ft 11 ins, turning circle 36.4 ft, track 4 ft 11 ins (f.r.), 4 ft 2 ins (r.r.), weight (dry) 234 cwt, Lockheed hydraulic brakes, fuel tank capacity 10 gals.

Top gear speed at 1,000 r.p.m.: 49 m.p.h.

Prices: Saloon, £465+£482 3<sup>rd</sup> and P.T. Convertible, £495+£498 14<sup>th</sup> 3<sup>rd</sup> P.T.

Makers: Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, nr. Coventry.

## TRIMIPH 125

## 2-Litre Sports

Engine: 4-cyl. ohv (push-rod) 81 x 92 mm 1,997 c.c. 75 b.h.p. at 4,500 r.p.m. twin 51 carburettors, coil ignition.

Transmission: 4-speed gearbox ratios 13.15, 7.41

5.14 and 2.89 to 1, 9 ins. Borg & Beck 5-speed auto-operated clutch. Hardy Spicer open pinion shaft, hypoid bevel rear axle.

Suspension: Helical and wishbones (f.s.) semi-elliptic rear, pinion per hydraulic dampers.

General: 5'4 x 15 ins. tyres, overall length 11 ft 9 ins, height (hood erected) 4 ft 3 ins, wheelbase 7 ft 4 ins, turning circle 32 ft, track 3 ft 9 ins (f.r.), 3 ft 9 ins (r.r.), weight (dry) 1,400 lbs, Lockheed hydraulic brakes, fuel tank capacity 17 gals.

Estimated maximum speed: 90 m.p.h.

Estimated fuel consumption: 24 m.p.g.

Top gear speed at 1,000 r.p.m.: 47.5 m.p.h.

Notes: British new model. Cradford framed chassis, in frame worm and screw steering, 4 ins. brake drums, 16 ins. of body with detachable windscreen, fuel equipment, instruments including rev. counter and speedometer housed in body with four leather upholstery.

Makers: Triumph Motor Co. (1945), Ltd., Coventry.

## WOLSELEY 143

## "Four-Forty-Four"

Engine: 4-cyl. ohv (push-rod) 80 x 90 mm 1,940 c.c. 57 b.h.p. at 4,000 r.p.m. twin 51 carburettors, coil ignition.

Transmission: 4-speed gearbox ratios 14.55, 9.41, 7.42 and 4.5 to 1, dry-plate clutch. Hardy Spicer open pinion shaft, hypoid bevel rear axle.

Suspension: Independent front (helical and wishbones), semi-elliptic rear, telescopic hydraulic dampers.

General: 5'50 x 15 ins. tyres, overall length 14 ft 5 ins, height 5 ft, wheelbase 8 ft 6 ins, turning circle 34 ft 6 ins, track 4 ft 3 ins (f.r.), 4 ft 3 ins (r.r.), weight (dry) 2,200 lbs, Lockheed hydraulic brakes, fuel tank capacity 9 gals.

Top gear speed at 1,000 r.p.m.: 15.9 m.p.h.

Prices: £446+£51 1<sup>st</sup> 1<sup>st</sup> P.T.

## "Six-Fifty"

Engine: 6-cyl. ohv 73.4 x 87 mm, 2,714 c.c. 18 b.h.p. carburettors, coil ignition.

Transmission: 4-speed gearbox ratios 14.642, 9.46, 6.56 and 4.5 to 1, Borg & Beck clutch, Hardy Spicer open pinion shaft, hypoid bevel rear axle.

Suspension: Independent front (torsion bar), semi-elliptic rear, telescopic hydraulic dampers.

General: Overall length 14 ft 9 ins, height 5 ft 3 ins, turning circle 41 ft, track 4 ft 6 ins (f.r.), 4 ft 5 ins (r.r.), weight (dry) 2,400 lbs, Lockheed hydraulic brakes, fuel tank capacity 17 gals.

Top gear speed at 1,000 r.p.m.: 17 m.p.h.

Prices: £170+£41 10<sup>th</sup> P.T.

Also 4-cyl. "4-50" model, o.h.v., 73.5 x 87 mm (1,476 c.c.)

Prices: £69+£36 3<sup>rd</sup> and P.T.

Makers: Wolseley Motors Ltd., Cowley, Oxford.

## SPEED ON PARADE

### Racing and Competition Cars Make First Appearance at Earls Court

AN innovation this year at Earls Court is an exhibition of racing-cars from British factories. Manufacturers represented are H.W.M., Cooper, Connaught, Alta, Frazer-Nash, and Kieft. Also on view are sports-cars which have put up notable performances in competitions and are to be seen on Aston Martin, Jaguar, Sunbeam-Talbot, Frazer-Nash and Jaguar stands. Goldie Gardner's streamlined record-breaker is on the M.G. stand.

H.W.M. display their 2-litre Formula 2 car which has done so much to uphold British racing prestige. Connaught show the Formula 2 single-seater which has come to the forefront recently, whilst Frazer-Nash have on view an example of their F2 machine which is very similar in general specification to the well-known Le Mans Replica two-seater.

The 1953 Cooper-Bristol is on view, and is considerably modified from the cars which have had such a successful season in 1952. Amongst the many changes are the use of a new tubular frame, a much-lowered transmission line, and the incorporation of step-down final-drive gears. The marque Cooper also shows the latest Formula 3 machine.

Alta's exhibit is the 4-cyl. twin ohv machine with all independently sprung tubular chassis, whilst Kieft display the unorthodox, swing-axle "500" which has had such a revolutionary effect on modern Formula 3 design. It is interesting to compare the different approach to construction by the makers

of Cooper and Kieft, particularly in suspension lay-out.

A brief specification list of racing machines which are marketed for general sale is appended. The Scottish built J.P. is not on exhibition on stands 127 and 128.

## ALTA

Formula 2 4-cyl. twin-o.h.v., 815 x 90 mm (1,960 c.c.), 103 b.h.p. at 5,200 r.p.m. 1.5 l. Stromberg carburettor, dual ignition, independent front suspension, wishbones and rubber springs, coil-over shock absorbers, Lockheed hydraulic brakes. A 4-speed unit on rear axle, 2.4 to 1, 9.6 to 1, 5.8 to 1, and 1.9 to 1. Borg & Beck clutch. Hardy Spicer open pinion shaft, hypoid bevel rear axle. 16 ins. of body with detachable windscreen, fuel equipment, instruments including rev. counter and speedometer housed in body with four leather upholstery.

Estimated maximum speed: 80 m.p.h.

Makers: Alta Car & Engineering Co., Ltd., Sunningdale.

## COOPER-BRISTOL

## Formula 2 Racing

Engine: Bristol 4-cyl. ohv (push-rod) 86 x 96 mm (1,940 c.c.), 57 b.h.p. at 4,500 r.p.m. twin 51 carburettors, coil ignition.

Transmission: 4-speed gearbox ratios 14.55, 9.41, 7.42 and 4.5 to 1, Borg & Beck clutch, Hardy Spicer open pinion shaft, hypoid bevel rear axle.

Suspension: Independent front and wishbones (all independent), Armstrong telescopic hydraulic dampers.

General: 5'50 x 15 ins. tyres (front), 5'40 x 15 (rear), overall length 11 ft 11 ins, height 5 ft 2 ins, wheelbase 7 ft 6 ins, track 4 ft 2 ins (f.r.), 4 ft 2 ins (r.r.), weight (dry) 9 cwt 3 qrs, 12 lbs, Lockheed hydraulic brakes, 21.5 g. fuel tank.

Estimated maximum speed: 137 m.p.h.

Estimated fuel consumption: 160 m.p.h.: 20 m.p.g.

Prices: £2,267 10<sup>th</sup> + £1,261 4<sup>th</sup> 3<sup>rd</sup> P.T.

## Cooper "500".

Engine: Single-cyl. ohv 58 x 99 mm (1,497 c.c.), 47 b.h.p. at 5,000 r.p.m. Amal T11 carburettor, Lucas or BTH magnet ignition.

Transmission: Chain, via Burman or Norton 4-speed gearbox.

Suspension: Transverse leaf and wishbones (all independent), Armstrong or Newton hydraulic dampers.

General: 4.00 x 15 tyres (front), 4.00 x 15 (rear), overall length 9 ft 11 ins, height 3 ft 2 ins, wheelbase 7 ft 3 ins, track (front), 3 ft 9 ins (rear), 3 ft 7 ins, weight (dry) 520 lbs, Lockheed hydraulic brakes (L.S.), 12 gal. fuel tank.

Estimated maximum speed: 110 m.p.h.

Prices: £1,800+£394 16s 8d P.T.

Manufacturers: The Cooper Car Co., Ltd., Ewell Road, Surbiton, Surrey.



## J.P.

## Racing "500"

Engine: Single-cyl. ohv 70 x 100 mm (1,497 c.c.), 45 b.h.p. at 5,200 r.p.m. one Amal T10 carburettor, dual ignition.

Transmission: Norton clutch and gearbox chain drive.

Suspension: Helical springs and wishbones, all-independent front, telescopic hydraulic dampers.

General: 4.00 x 15 ins. tyres (f.r.), 5.00 x 15 (rear), wheelbase 7 ft 1 ins, track 3 ft 11 ins (f.r.), 3 ft 11 ins (r.r.), weight (dry) 540 lbs, Lockheed hydraulic brakes, 9.25 g. fuel tank.

Estimated maximum speed: 105 m.p.h.

Price (this engine) £40 P.T. approx. 1.30.

Manufacturers: J.P. Cars, Ltd., 527 North Road, Balloch, Lanarkshire, Scotland.

## KIEFT

## Racing 500 Type C50.

Formula 2 With J.A.P. engine or Norton (if available) 4-cyl. ohv, 58 x 99 mm (1,497 c.c.), 47 b.h.p. at 5,000 r.p.m. Amal T11 carburettor, Lucas or BTH magnet ignition.

Transmission: Chain, via Burman or Norton 4-speed gearbox.

Suspension: Transverse leaf and wishbones (all-independent), Armstrong or Newton hydraulic dampers.

General: 4.00 x 15 tyres (front), 4.00 x 15 (rear), overall length 9 ft 11 ins, height 3 ft 2 ins, wheelbase 7 ft 3 ins, track 3 ft 9 ins (f.r.), 3 ft 7 ins (r.r.), weight (dry) 520 lbs, Lockheed hydraulic brakes (L.S.), 12 gal. fuel tank.

Estimated maximum speed: 110 m.p.h.

Price (with 497 c.c. J.A.P. engine) approx. £1,800.

Makers: Kieft Car Construction Co., Ltd., Waverhampton.

## STOP PRESS

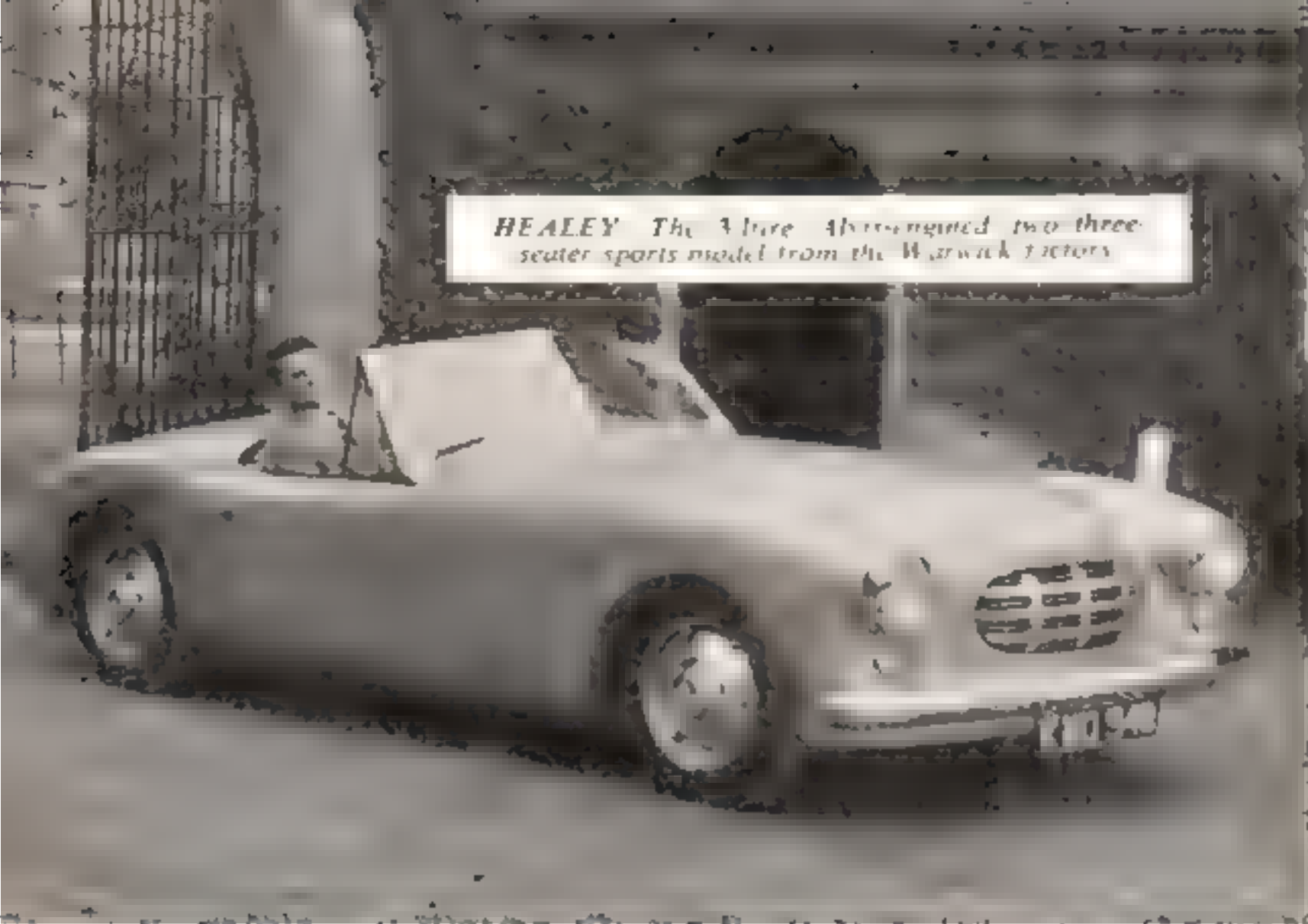
## Healey "Hundred" Records

ENCOURAGED by the speeds obtained under normal traffic conditions by John Bolster with the new Healey "Hundred", Donald Healey decided to take his car once more to the Jabbeke-Aelre motor-road to attack Belgian National Class D sports-car records (up to 3,000 c.c.). Officially timed by the C.S.I. of the Royal Automobile Club of Belgium, the Healey established new figures (subject to confirmation) of 111.73 m.p.h. for the flying kilometre, and 110.97 m.p.h. for the flying mile.

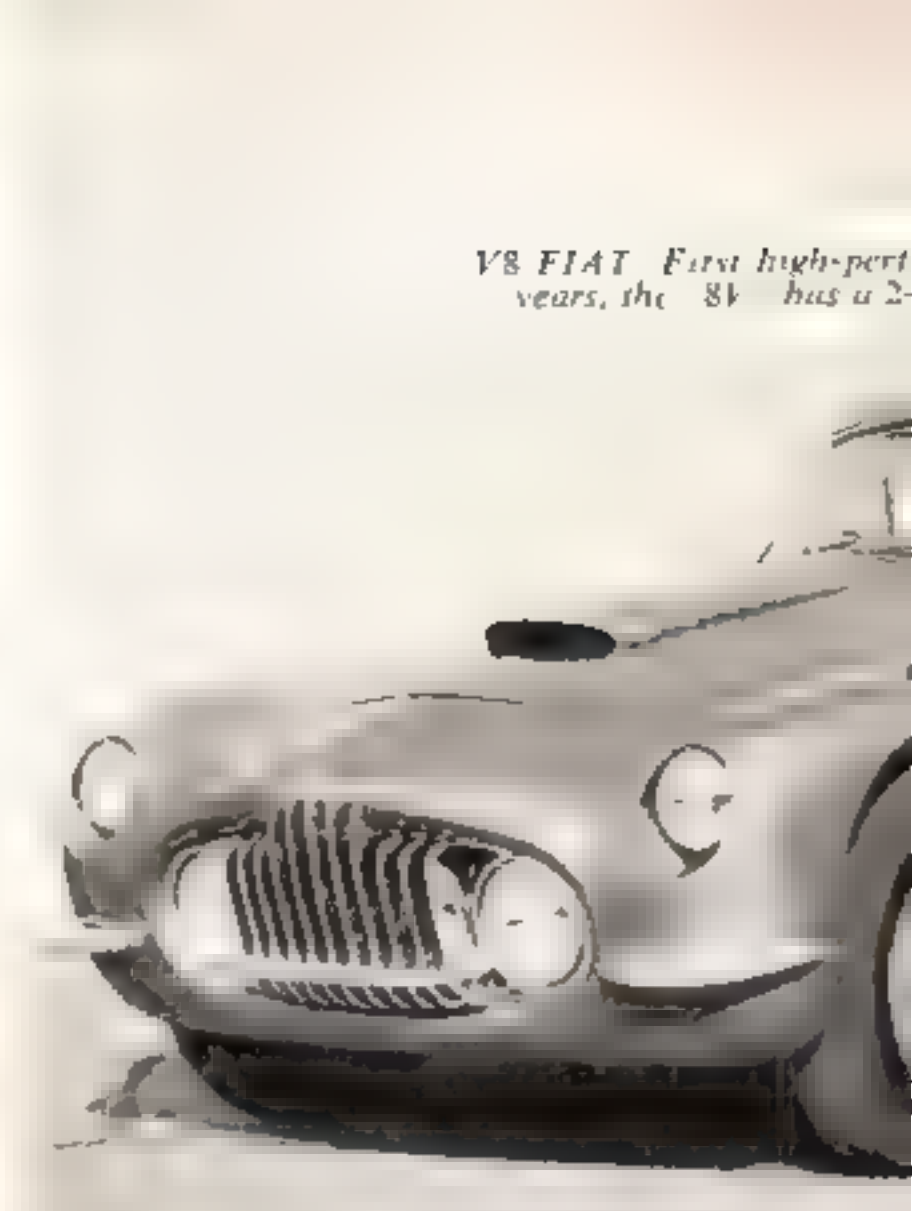
These figures, unlike the road-test figures obtained by AUTOSPORT, were achieved without a passenger. The Healey "Hundred", fully described and the subject of an exclusive road-test in this issue, is one of the most outstanding machines at the 1953 Earls Court Motor Show.







HEALEY The 3-litre 4-cylinder two-seater sports model from the Warwick factory



V8 FIAT First high-performance car, the 8V has a 2-litre engine

# PERFORMANCE

THE OVER-100 M.P.H. SPORTS-CAR—BRITISH AND



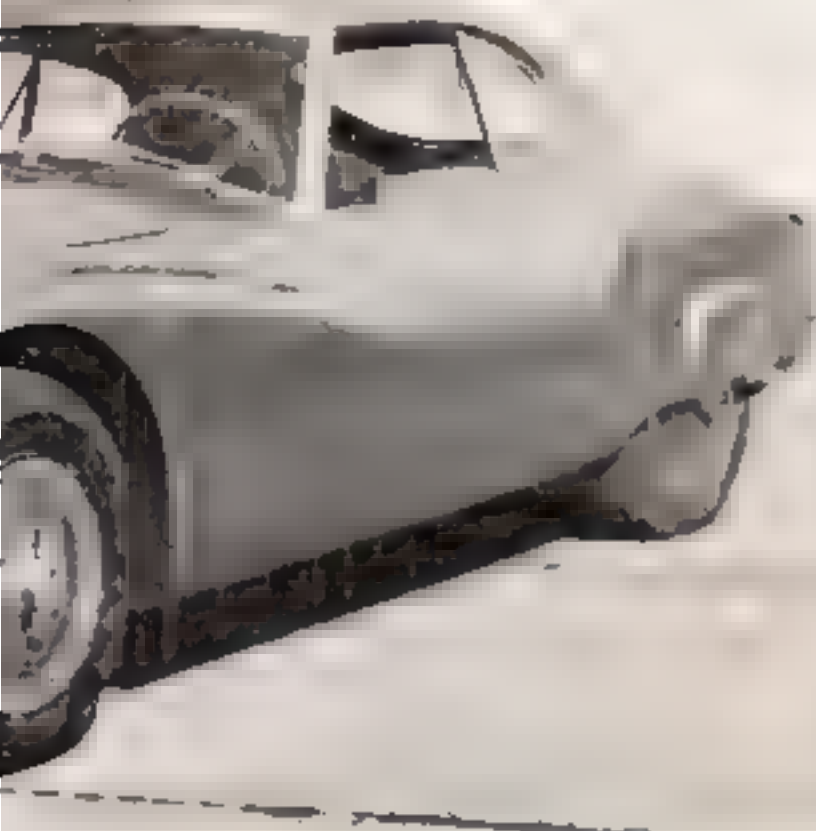
MERCEDES-BENZ Unterturkheim's 300SL coupe won at Le Mans and elsewhere in its first season



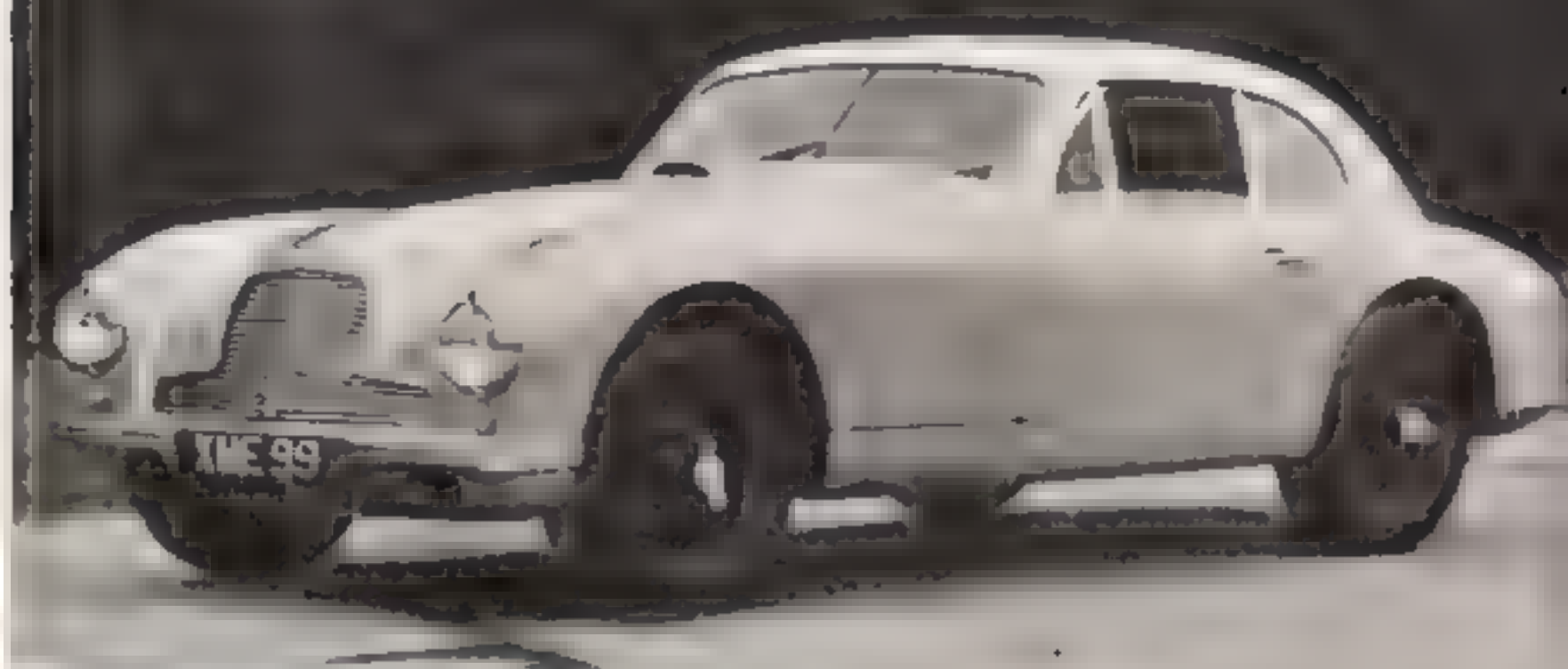
FRAZER-NASH sporting roadster



formance Fiat for several  
tre 110 b h p. engine



ASTON MARTIN The DB2 saloon famous for  
its beautiful lines and many competition successes



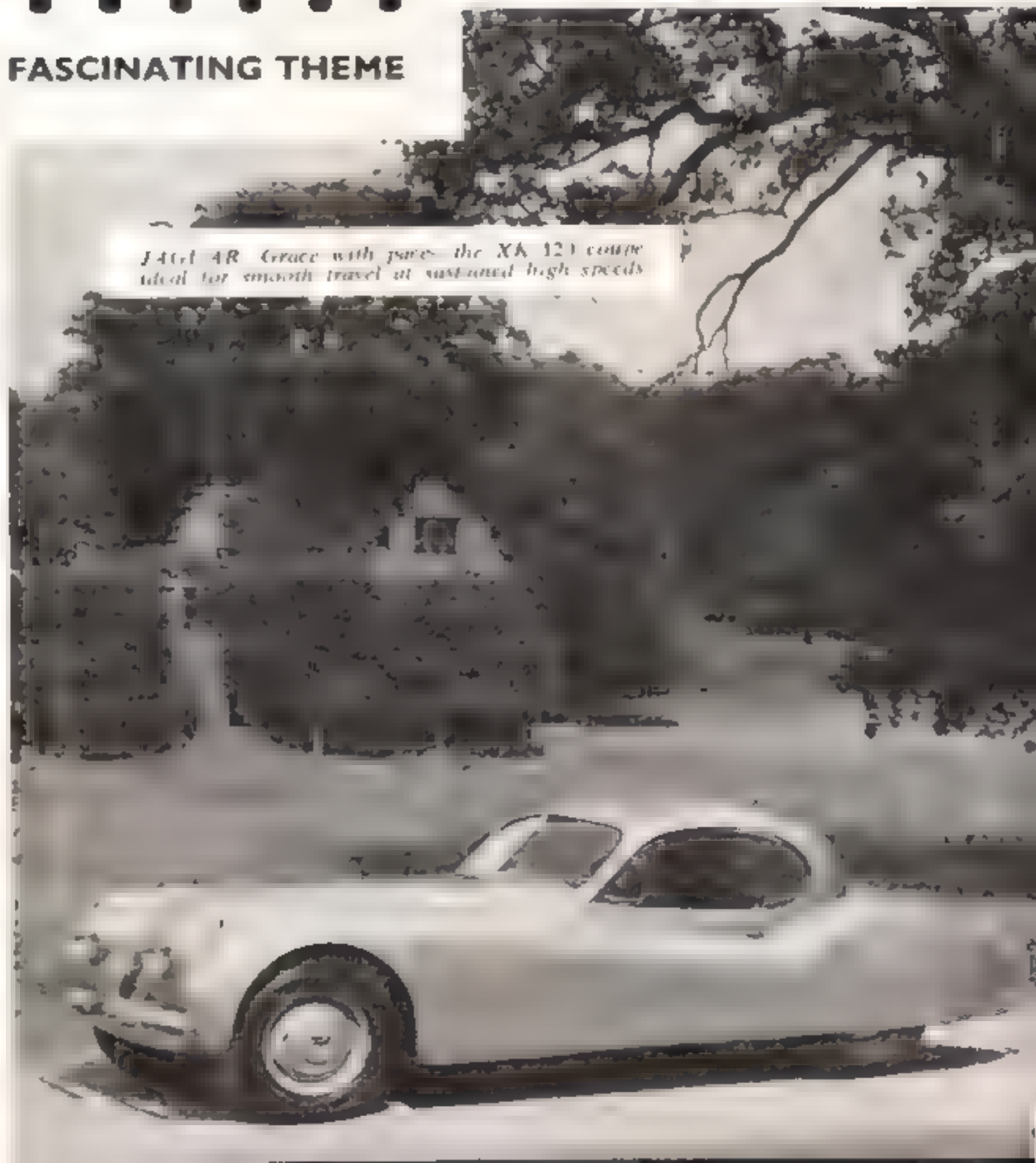
# E PLUS . . . . .

D FOREIGN VARIATIONS ON A FASCINATING THEME

ASH The Le Mans Replica has a fine  
ord. Latest version is the Mark II



JAGUAR Grace with pace—the XK 120 coupe  
ideal for smooth travel at sustained high speeds





**TIMED SECTION** *The Healey "Hundred" flashing over the measured mile on the Jabbeke-Aeltre motor-road*



stiffening, and particular attention has been given to the easy replacement of individual panels in the event of an accident. Although the upper works are of aluminium, the side sections are of sheet steel to provide greater resistance to minor bruising.

The front suspension is by wish-bones and coil springs, a new departure for this make, as trailing arms have always been favoured. Behind, a normal spiral bevel axle rests on semi-elliptic springs. As the two-seater body is very low, a deep shaft tunnel also encloses the gear-box. Development work has shown that weight distribution is vital to good roadholding, and the optimum result is achieved with the rear wheels rather more heavily laden than the front.

The engine is an Austin A 90, of 2,660 c.c. It gives 90 b.h.p. at 4,000 r.p.m. but, of even greater importance, it has an unusually flat power curve. It is a normal pushrod unit of modern design, and naturally spares and service facilities are available everywhere. The Austin gear-

**JOHN BOLSTER TESTS—**

## **The HEALEY "HUNDRED"**

**An entirely new Medium-priced British Sports-car with excellent Power-weight Ratio and capable of over 105 m.p.h.—A certain Dollar-earner**

**A**MONG the manufacturers of sports-cars, the name of Healey is an enviable one. Founded by a famous competition driver, the firm has produced nothing but speed models since its inception. Consequently, the introduction of an entirely new Healey is an event of great importance in the motoring world.

The object of the new model can be simply stated. It is a very fast everyday road car, of superior refinement and with exceptionally fine handling qualities. It has a simple push-rod engine that has not been tuned in any way, and which is consequently easy to service and gives its full power on pool petrol. The admittedly excellent performance is due entirely to low weight and an efficient aerodynamic shape. It is

purely incidental that, in following this formula, Donald Healey has produced by far the cheapest fully-equipped car that will exceed a genuine, timed - both - ways 100 m.p.h.

### **Compact Dimensions**

If you are going to build a light car, the first essential is to keep the overall dimensions small. Thus, a wheelbase of 7 ft. 6 ins. has been chosen, which, with a front track of 4 ft. 0½ in. and a rear track of 4 ft. 1½ ins., ensures a compact vehicle. The basis of the main structure is a pair of box section side members, which run the full length of the car, and pass beneath the rear axle. They are united by cruciform bracing, also of box section. The body and undershield provide additional

box is also used, operated by a short, central lever.

Behind the gearbox is a Laycock De Normanville overdrive unit. As is proper for a car of this type, the change is manual, through a short lever mounted on the shaft tunnel to the rear of the main control. The actual selection is electrical, and the step-up ratio is 0.756 to 1. If an overdrive is not specified, a 3.66 to 1 final drive replaces the usual 4.125 ratio.

### **Try-Out at Jabbeke**

As the car became available while I was in Paris, for the Salon and kindred activities, it was decided that a Continental road test would be advantageous. Accordingly, Donald Healey and his son met me at Ostend, with the famous Jabbeke



motor road very much in mind. My first impression, as I drove out of the town, was that the engine was astonishingly flexible. With so little weight to pull, it has complete mastery of any situation, and the acceleration on the direct drive is brisk from even a crawl.

The steering is quite remarkably light at all speeds, and although it does not feel "dead", there is no objectionable return motion. Road noises are not apparent, even on Belgian *pavé*—a considerable achievement with an all-enveloping body. The town and traffic manners are in fact beyond reproach, and the good visibility is appreciated under such conditions.

On arrival at the Jabbeke straight,



**PERFECTLY STANDARD** (Above) The A 90 Austin engine as used on the "Hundred" is a normal production unit.

★

**OVER THE "TON"** (Right) The Healey travelling at over 100 m.p.h. on the famous Belgian motor-road.



**GOOD LOOKER:** With hood erected, the Healey still retains a simple beauty of line which is essentially modern.

the Editor and two stop watches occupied the passenger's seat. We decided to time for maximum speed over the measured mile that is used for record attempts, and of course we took the mean of runs in both directions. As will be seen from the data panel, an average of 106 m.p.h. was achieved, with which we were more than pleased. Since the road was not closed at the time, heavy traffic, and even a herd of cows, rendered our task a difficult one. As a result, quite a mileage was put in at over 100 m.p.h., without any sign of stress.

During the timed runs, the rev.-counter remained steady at 4,250 r.p.m. On the gears, about 4,800 r.p.m. can be attained before obvious valve bounce sets in. I would guess that the actual power peak lies rather below 4,500 r.p.m., however.

With such an advantageous power/weight ratio, first speed is purely an emergency gear. Even for the standing start acceleration figures, second was used for the getaway, but no time was lost thereby, as the results prove. Rearward weight distribution, and a light axle, give exceptional freedom from wheelspin, while slight juddering can only be produced by the most merciless misuse of the clutch. The latter component is well up to its work, and takes no exception to repeated racing starts.

#### Freedom from Roll

The suspension is first class, and one is at no time conscious of the short wheelbase. I have not watched this car being cornered fast by another driver, but from behind the wheel there is no apparent roll under even the most extreme con-







The clever method of folding the windscreen to form a "scuttle". Hinges are secured by thumb-screws

#### The Healey "Hundred"—continued

ditions. Such freedom from rolling usually goes only with hard suspension, and one assumes that an extra low centre of gravity is responsible for this happy state of affairs.

A balance has been struck whereby neither understeering nor oversteering is favoured. There must be just enough understeer to promote stability, for the car travels straight and true at high speeds without any conscious guidance. It is very much at home on fast bends, and a four-wheel drift can be held if desired. The steering is fairly low geared, but as the rear end never breaks away unexpectedly, this is a matter of no moment.

My first impression of the brakes was that they were not particularly powerful, but this was soon proved to be erroneous. The initial pressure on the pedal, for moderately quick stops, is rather more than is normal these days, but thereafter the retardation is progressive. I had occasion to brake hard from three-figure speeds quite frequently, but no fading was apparent, and the car remained steady.

All the controls are well placed, and only the overdrive requires comment. One can change on full throttle, either up or down; in fact the smoothest engagement is secured in this way. The wide two-seater body gives good protection. One sits well down in it, and there is a neat hood. An ingenious folding screen can be slid forward and secured in sockets on the scuttle. There is a fair-sized luggage boot in the tail.

#### Flexibility at Low Speeds

I concluded my test by getting off the main roads, and sampling some Belgian by-ways. Cobbled village streets, dirt roads, and even farm tracks, were all on the menu, but the Healey took them in its stride. One can use the direct drive down almost to walking pace under such conditions, and it was difficult to imagine that this was the car that I had just been driving at 106 m.p.h.

Back on the main highway, I was soon up to a quiet, effortless 90 m.p.h. cruising speed again, with "the ton" available on any reasonable straight. Except for a healthy

boom from the exhaust, this is a car that makes little noise, and whether the engine is fundamentally silent or the sound-proofing particularly effective, it certainly adds to the pleasure of driving.

A genuine sports-car should provide exceptional performance and stamina, coupled with a very high degree of controllability. The new Healey has these qualities in abundance, and in addition it shatters all previous concepts of value for money in this field. With its lightly stressed and easily serviced engine, it should stand up to a long life of hard driving. This is certainly the most important new model that we have seen for some time.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Healey "Hundred" Two-seater. Price £810 plus £473 14s. 5d P.T. In U.S.A. (N.Y.) \$3,000. (Overdrive extra.)

**Engine:** Four cylinders, 87.3 mm. x 111.1 mm. (2,660 c.c.). 7.5 to 1 compression ratio. 90 b.h.p. at 4,000 r.p.m. Pushrod operated o.h.v. Two S.U. carburettors. Lucas coil and distributor ignition with vacuum and centrifugal advance.

**Transmission:** Four-speed synchromesh gearbox with Laycock-De Normanville overdrive, ratios 14.8, 9.3, 5.85, 4.125 (direct), and 3.12 (overdrive) to 1.

**Chassis:** Integral body and frame construction, based on parallel box-section side members with cruciform box-section bracing. Independent front suspension by wishbones and coil springs, with Girling hydraulic dampers incorporated in the top links. Hurman steering gear with three-piece track rod and slave arm. Front anti-roll bar. Spiral bevel rear axle suspended on semi-elliptic springs, with lateral location by Panhard rod. Girling 21 S. hydraulic brakes in 10 in. drums. 5.50 in. x 16 in. tyres on perforated disc wheels (wire wheels extra).

**Equipment:** 12 volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure and water-temperature gauges.

**Dimensions:** Wheelbase, 7 ft. 6 ins. Track, 4 ft. 0½ in. front, 4 ft. 1½ in. rear. Weight, 16 cwt. 3 qrs. Turning circle, 30 ft.

**Performance:** Maximum speed, 106.05 m.p.h. (170.9 k.p.h.). Speeds in gears, fourth (direct), 92 m.p.h., third, 65 m.p.h., second, 40.5 m.p.h. Acceleration: Standing quarter-mile, 18 secs. standing kilometre, 33.95 secs.; 0-50 m.p.h., 8.5 secs. 0-60 m.p.h., 10.5 secs. 0-70 m.p.h., 15 secs. 0-80 m.p.h., 20 secs. 0-90 m.p.h., 26 secs. 0-100 m.p.h., 37.2 secs.

**Fuel Consumption:** 25 m.p.g.

*Three-quarter rear view of the handsome and effective 2.7-litre Healey "Hundred"*







# Recent Aston Martin Achievements



DB.2 - THE RACE BRED LUXURY CAR

**stand 123**

## 1950 LE MANS

1st in 2-litre class  
1st in 2-litre class  
1st in 2-litre class

## 1950 ULSTER TT

1st in 2-litre class

## 1951 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

1st in 2-litre class

## 1951 MILLE MIGLIA

1st Over 2 litre Vettura Veloce class

## 1951 LE MANS

1st in 2-litre class  
1st in 2-litre class  
1st in 2-litre class

## 1951 INTERNATIONAL ALPINE TRIAL

1st in 2-litre class

## 1952 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

1st in 2-litre class  
1st in 2-litre class

## 1952 MILLE MIGLIA

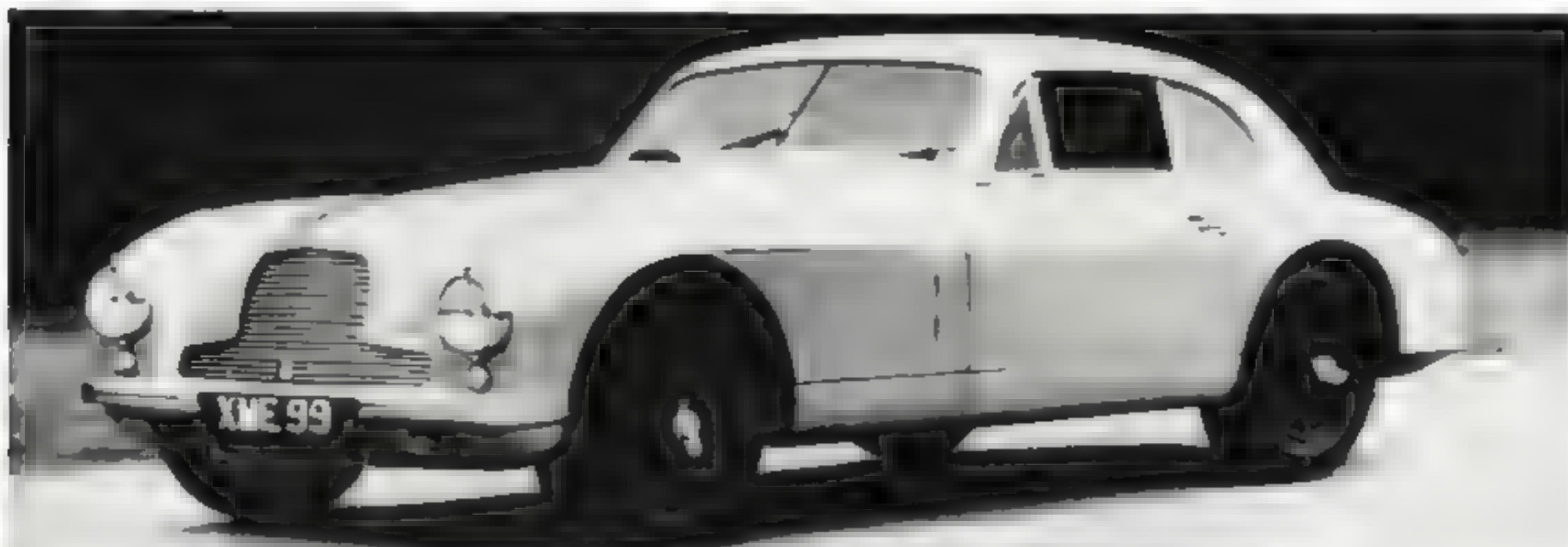
1st Over 2-litre Grand Touring class

## 1952 BOREHAM INTERNATIONAL SPORTS CAR RACE

1st in 2-litre class

## 1952 INTERNATIONAL NINE-HOUR SPORTS CAR RACE, GOODWOOD

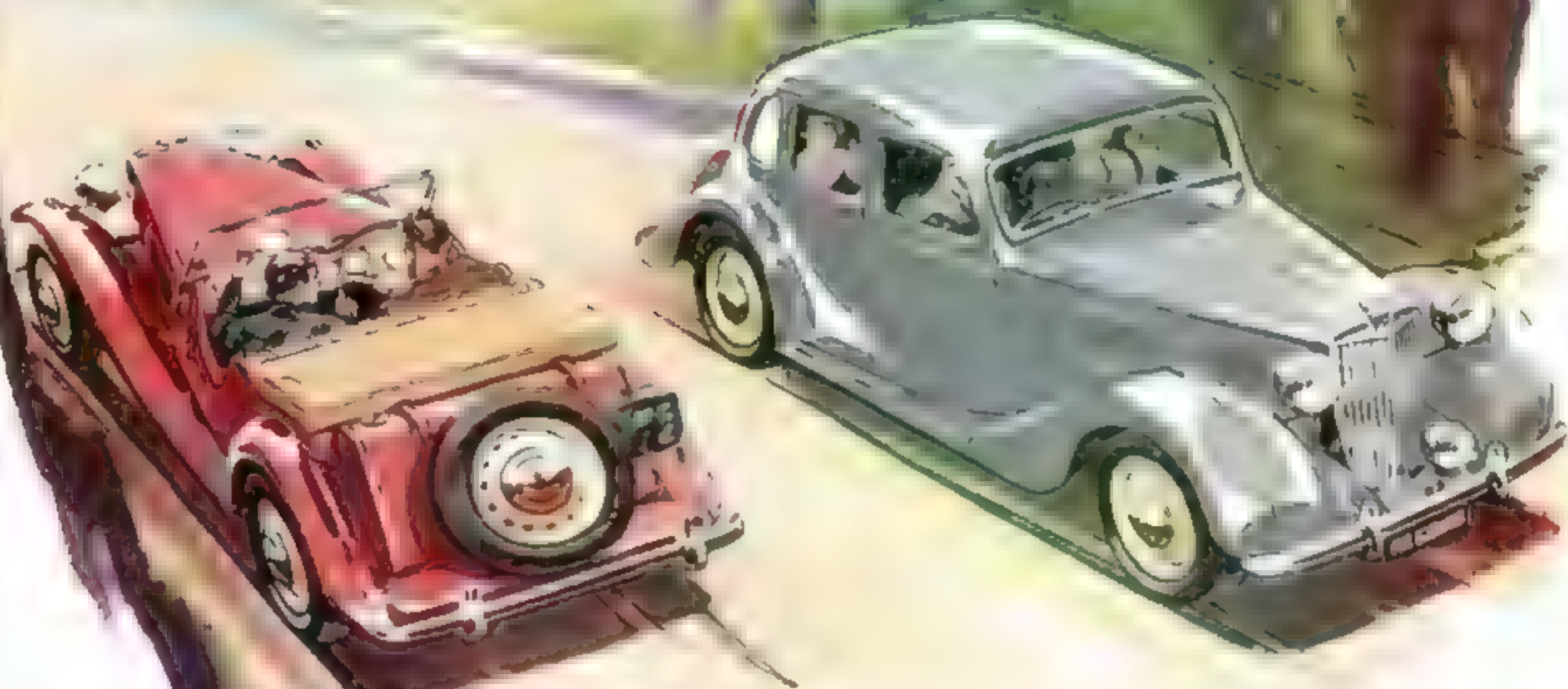
1st in 2-litre class





For years  
the most  
*consistently*  
*successful*  
sports car  
in the world

Safety  Fast!



THE M G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY OXFORD

London Showroom: 100, Strand, London, W.C.2. Sales Offices: 100, Strand, London, W.C.2. Overseas Branches: 100, Strand, London, W.C.2. and 41, Pall Mall, London, W.1.





### EIGHT CLUBS' EASTBOURNE RALLY

OWING to a thick fog which delayed the return of marshals' sheets, and the fact that the entire field was running late at the end of the night section, the full results of the Eight Clubs' first Eastbourne Rally are not yet available. The first three places are as follows:—

**Premier Award:** Holland Birkett (Morris Minor), 951 marks lost; 2, H Sutcliffe (Frazer-Nash), 1,020; 3, J. A. Ambrose (M.G. TC), 1,119.

### RHYL NIGHT RUN

THE Rhyl and District M.C. will be holding a Night Navigation Run on Saturday night, 25th October, starting at 8 p.m., from The Central Garage, Rhyl.

### THAMES ESTUARY RALLY

THE Thames Estuary Automobile Club will be holding their closed Members' Rally on Sunday next, 26th October. This event is organized by a body of club members and Committee Members will also be able to compete. The start will be from the Queens House, Westcliff-on-Sea, Essex (next to railway

station) with the first car leaving at 10.15 a.m. and the remainder following at one minute intervals. The road section, with driving tests en route, will be approximately 120 miles in length, and all within Ordnance Survey Maps Nos. 161 and 162. Average speed to be maintained will not exceed 30 m.p.h. Details from the Secretary of the Rally, A. E. H. Parsons, 45 Chadwick Road, Westcliff-on-Sea. Phone: Southend 3409.

### MORGAN 4/4 DRIVING TESTS

THE Second Annual Driving Tests of the Morgan 4/4 Club were held at Pershore on Sunday, 12th October. The event proved very successful and it was regretted that a larger entry was not received.

Many interesting tests were devised, including one where each competitor, without preparation, had to jack up the front of his car and spin one wheel.

After the tests a high tea was provided at the Manor House and the results were later announced at the local hostelry. They were:

#### RESULTS

1, W. Adlerton (1098 c.c. Climax) 290.5 marks lost; 2, Barry Phipps (1200 c.c. Standard), 322; 3, F. A. Woods (2000 c.c. Standard), 343.

### ADDITIONAL WESTON RALLY AWARDS

THE M.G.C.C. have announced the following additional awards which have been made in their recent Weston Rally.

**S.W. Centre Cup:** W. J. B. Thomas (M.G. TD), 103 marks lost.

**N.W. Centre Cup:** K. Scales (M.G. TD), 96.4.

**S.E. Centre Cup:** D. J. A. Smith (M.G. TA), 99.

**Midland Centre Cup:** H. M. Denton (M.G. TD), 110.

**S. Wales Sub-Centre Cup:** G. H. C. Jones (M.G. Y), 118.2.

**Other awards:** C. S. Neame; A. C. Whatmough; Captain G. Macgregor of Macgregor C. G. Escott; A. D. Mackay; P. H. Gray; D. J. Ashford; N. Sutcliffe; D. J. Suchanah; H. S. Shepherd; H. E. Hardman; P. J. Anon; A. S. Lacey; R. W. Bates; N. B. Jarrett; J. J. Williamson.

### WEST ESSEX C.C. ANNUAL DINNER DANCE

THIS will be held on 4th December, 1952, at the Walthamstow Assembly Rooms. Tickets may be obtained from F. G. Crowley, 76 George Lane, South Woodford, E 18. Tel.: WAN 2284.

## Correspondence

### Formula 2 Engines—A Suggestion from W. R. Baird

I HAVE read a lot and heard a lot about various suggestions on pooling resources to produce a racing engine suitable for the present Formula 2 and later suitable for the coming Formula 1 which it would then be possible to sell to the various chassis builders and to those persons who might be interested.

The following suggestion may be of interest and I am asking AUTOSPORT to publish it for what it is worth in order to see if there is a possibility of receiving the necessary support in this direction. (1) That two small committees be formed: one financial and the other production. The financial committee could be composed of representatives of those concerns which were prepared to put forward the greatest amount of financial backing. I had thought of the possibility of approaching the National Press also with a view to this as I am in the newspaper business myself and I think there is a chance of receiving support in this direction, as well as the general support which one would need to receive in many other spheres. (2) Production committee to consist of persons of knowledge and experience—e.g., George Eyston, Reid Kailton, Goldie Gardner and John Bolsier. Both these committees to be limited to a reasonable number of people and, of course, it is hoped that they would be prepared to give their time gratis. The job of the financial committee would be to regulate finance, and that of the production committee to arrange for a first-class designer to take over the work after which the necessary arrangements could be made for some well-known firm of engine builders to take on the construction of the engine.

I would be pleased if all those who would be prepared to promise financial support to such a scheme would let me know how much they would be willing to subscribe. This at least would give me some idea of whether or not the necessary support would be forthcoming. If this appeared okay I would then be prepared to go into the matter much more thoroughly and see what could be done so far as committees are concerned. Also my suggestion would be that if the engine were to be sold at a slight profit, this profit could be placed back in the fund which would go towards future developments. Regarding the engine design, this is entirely a matter for the designer and production committee and would have nothing whatever to do with myself as I have no say on the subject. Regarding the financial end, this again would

be entirely a matter for the financial committee and I would not be prepared to do anything more than try to form committees of suitable people well known in the motoring world.

As a gesture of good faith I am prepared to promise £1,000 on behalf of myself and my paper, the *Belfast Telegraph*. On no account should any money or subscriptions be sent however; all I want to know is what would you be prepared to promise, if anything?

Weekly or monthly reports would be submitted for publication to AUTOSPORT by the two committees so that all those interested would be able to see how far the development had gone.

ROBERT BAIRD,  
BELFAST, N. IRELAND.

*Belfast Telegraph*

### The Three-Wheeler in Competitions

I FEEL that Yvonne Thaniach cannot be allowed to get away with her remarks on three-wheelers, and can only think that she has never handled one of the old G.P. or Super-Sports Morgans.

My own 1930 job, fitted with a J.A.P. 10/40 engine, can really go and although the standard brakes leave much to be desired, this "trike" is capable of offering very serious opposition to comparable sports-cars of much more recent date.

It is also very difficult to imagine such people as Gwenda Stewart, Clive Lones, Eric Fernishough, Charlie Hale, and many others being chased by irate park-keepers or even playing with toy B.R.M.s.

Mr. Davies mentions that he has six or eight lads who would run under the same conditions as sports-cars if A.C.U. permission could be obtained. Now this year it was most disappointing that no three-wheelers were entered for the M.C.C. Silverstone meeting. My own Morgan could not be entered as I wrecked the engine just at the wrong time. I fear that others were put off by the nature of the new club circuit. This is a grand meeting with a class for three-wheelers in the one hour high-speed reliability trials; conditions are similar to the car event and performances can be compared also there are five up handicap races which could be great fun with a suitable entry. Next September is a long way ahead, but how about it, Mr. Davies?

N. G. LOADS

RIDGEWELL, ESSEX.

(More Correspondence on page 549)



# NOT SO MUCH LIKE A CHRISTMAS TREE

A Review of the Accessories  
on View at Earls Court

TWENTY years ago or more the sporting motorist (and, to an even greater extent, the pseudo-sporting) demonstrated his enthusiasm by a fine array of whatnots on his vehicle. Times change, however, so that nowadays stone guards, fishtails, and bonnet-straps are considered quite definitely *de trop*, even club badges, it seems, must be purchased surreptitiously and locked in the bottom drawer, or at most displayed with great daring on the workshop wall.

At Earls Court, this modern trend is reflected in an austerity-like absence of such fascinating bits and pieces, whilst the goods shown on many stands might be more correctly termed components rather than accessories. Nevertheless, there is much to interest the enthusiast, all the more so, perhaps, because most of it belongs under the bonnet rather than outside.

Spark plug, for example, are worth a half-hour's argument at any club meeting. On Stand 257 may be seen K.L.G.'s new range of racing plugs, made of \$749 ceramic, in both 10 and 14 mm. diameters. Lodge, too, have a similar display of "Siniox" racing plugs, while Wico-Pacy show their 10,000-mile guaranteed 3x 6x plug, of which a sports type may now be had. On several stands trials competitors will find waterproof plug terminals, which should save many in anxious moment in the wet.

On Stand 417 is the new Delco-Remy oil-filled ignition coil, which carries a 1-year guarantee. Devotees of half-inch plug gaps and hammer-like h.t. leads will welcome this newcomer to the ranks of high output spark-makers. Those who prefer magnetos will find vertical types by both Lucas and Scintilla, some of which may be used to replace coil ignition systems on older cars. Turning from ignition to lighting equipment there is an enormous range of lamps

SAY WHEN A new type of "Quick Serve" Oil Bar is displayed on the Wakefield stand

including those by Marshall on Stand 272, and that rally-drivers' blessing, the flame thrower (SI R70S Long Range Driving Lamp, if you please) on one of the four Lucas stands. Lucas also show one of the many types of screen-washing equipment now on the market, which this correspondent thought an innovation, until he found it advertised in a 1935 motoring magazine. Nothing new under the sun, is this.

Dampers to satisfy all special builders are displayed by Girling, Andre, Armstrong, Newton and Bennett, Universal Dampers, and Woodhead-Monroe. Most are of a familiar pattern, but something rather different is provided by the "Telaflo" telescopic damper, which might be described as a "straight line Rotoflo". A bewildering collection of brake and clutch linings (by Bendix, Duro, Vinter, Small and Parker, and

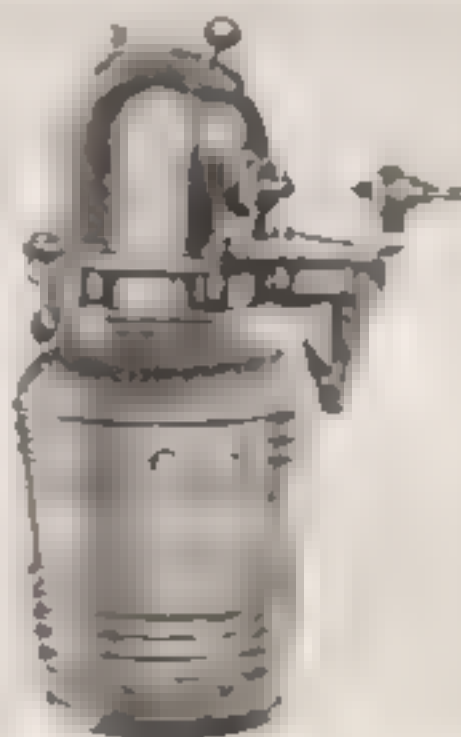
Ferodo, to mention only a few) will leave the sportsman wondering how such faults as fade, squeal and judder still exist, but he will certainly want to see the Lockheed disc brake on Stand 368 and the Girling hydro-static type, as used on the B.R.M., on Stand 288.

Other stands which will interest the special-builder and tuner include that of Vandervell Products, Ltd., with a display of Thin Wall bearings, G.K.N. and Timmonds both provide a fine collection of nuts and bolts, some of quite unbelievable shapes. Stand 229 is that of the Laystall Engineering Co., who offer a comprehensive tuning and reconditioning service; Laystall's, by the way, are the manufacturers of the built-up roller bearing crankshaft used in the new 500 c.c. 4-cylinder Turner engine. Talking of reconditioning brings to mind the compensating piston rings which save many an elderly sports-car from degeneration into a strictly oil-burning vehicle. Examples may be seen produced by Wellworthy, and by Hepworth and Grandage, Ltd., whose "Oilmaster" set is now available on the home market.

In view of the R.A.C. ban, the various exhibits of retreaded tyres will be viewed with mixed feelings by competition motorists, but it is interesting to note that the additional treatment charge for "Wyresoles" has now been reduced to 10s. for all car sizes. Still in the workshop, we may look upon the gasket and jointing makers of Angus, Klinger and others, the useful rust-removers and de-greasers manufactured by Jenolite Ltd., and the testing equipment shown by Redex.

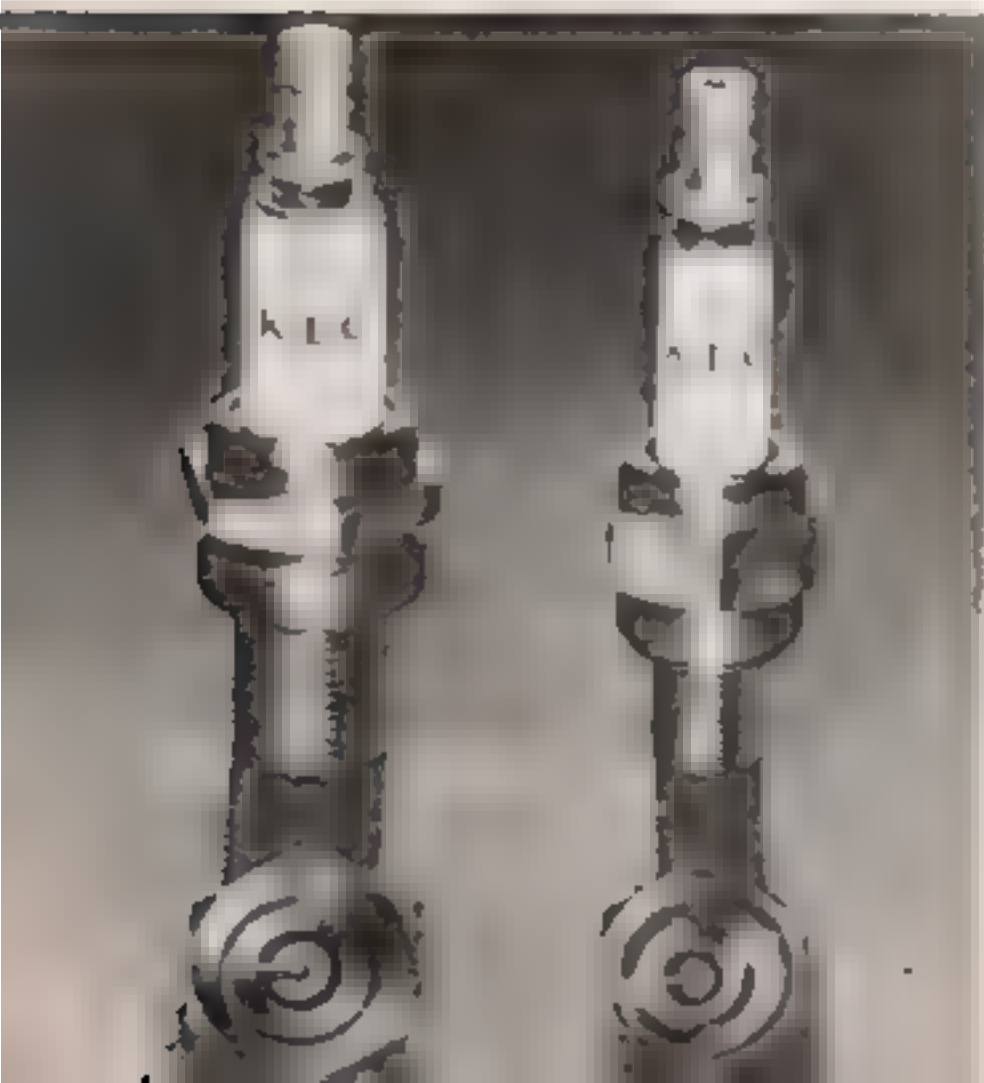
The simplest way of finding out what a chassis looks like, without the use of a lin-opener, is to visit Stand 234, where you can inspect one made by Rubery, Owen and Co., Ltd. Continuing the investigation of the innards, we see Silentbloc rubber bushes for spring shackles, suspension and steering linkages, Serck radiators, Moss gearboxes and back axles, and still more back axles by Salisbury Transmission Ltd., on Stand 393. Those who like unrestricted performance without undue noise will find efficient silencers on the stands of Vokes and Servais.

*Quæ sursum sunt quaerite* ("Seek ye those things which are above") was this



SCREENWASH EQUIPMENT (above)  
is used by many sporting motorists

HARD-WORKING PLUGS (left) On the left is the K.L.G. ceramic-type F.E. 320 3, as fitted to the Thin Wall Special Ferrari, and on the right the T. 260 2 used in Hawthorn's Cooper Bristol





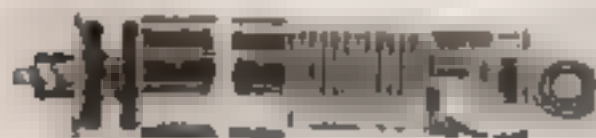
correspondent's school motto, so that he may, perhaps, be forgiven for gazing from afar upon the Livia valves used by Ferrari and Alfa-Romeo, and shown on Stand 8 by S. D. Sullum Ltd., the English concessionaires. Interesting in the same way is the delightful, lightweight rev. counter (sorry, tachometer!) developed for use on racing motor-cycles by S. Smith and Sons, Ltd., but this company and British Jaeger have also a comprehensive range of car-type instruments. That transatlantic "peaked-cap" look has been applied to a Hillman Minx

**FLAME THROWER (Right)** The well-known long-range Lucas lamp, deservedly popular among motorists, has now been improved in detail.

saloon, fitted with a metal sun visor by Weatherfields, Ltd.

Sporting types may pass Stand 58 with nose in air, but they should remember that the British School of Motoring might discourage the wife from denting the family transport quite so often. And the best-laid plans of mice and men gang up in flames, so a visit to Stand 318 (Pyrene fire-extinguishers) may prove informative, failing which one of the many insurance companies should be consulted. Finally, if you really want your favourite model bedecked with gew-gaws—well, next year is Coronation year, so you'll find plenty of Coronation flags, Coronation badges, and Coronation key-rings with which to adorn it.

F. W. McC.



NEW DAMPER above is the latest "Teluflow" telescopic pattern

## SPECIFICATIONS

Here are a few details of machines not included in our "High Performance Cars for 1953" feature —

### ALFA ROMEO 132

Type 1000

Engine: 4-cyl. twin c.h. 12.5 x 18 mm (1,944 c.c.) 80 b.h.p. at 4,000 r.p.m. Weber carburettor, coil ignition

Transmission: 4-speed gearbox, ratios 13.1, 8.7, 9.4 and 4.1 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front helical and wish-bones; helical rear

General: 5'10" x 16 ins. (over) overall length, 14 ft. 5 ins., height, 4 ft. 10 1/2 ins., turning circle 12 ft., wheelbase, 8 ft. 7 ins., track, 4 ft. 3 ins., weight (dry), 2,296 lbs., Girling hydraulic brakes

Top gear speed at 1,000 r.p.m.: 20.6 m.p.h.

Price: Not announced in U.K.

### HOTCHKISS 120

Alpine Saloon

Engine: 6-cyl. pushrod o.h.v., 80 x 100 mm (3,465 c.c.) 100 b.h.p. at 4,000 r.p.m., Zenith carburettor, coil ignition

Transmission: 4-speed gearbox, ratios 11.1, 7.2, 11 and 19 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front helical and wish-bones; semi-elliptic rear

General: 6'1" x 16 ins. (over) overall length, 15 ft. 1 in., height, 4 ft. 4 ins., turning circle 11 1/2 ft., wheelbase, 10 ft. 1 in., track, 4 ft. 9 ins., weight (dry), 2,410 lbs., Lockheed hydraulic brakes

Price: Not announced in U.K.

### GREGGIE F.W.D. 120

Engine: 4-cyl. horizontally opposed, o.h.v., 86 x 90 mm (2,200 c.c.) 100 b.h.p. at 4,000 r.p.m. Solex carburettor, coil ignition

Transmission: 4-speed gearbox, ratios 11.1, 8.1, 4.7 and 1.6 to 1; dry-plate clutch, spiral bevel front-wheel drive

Suspensions: Independent front and rear helical and wish-bones

General: 5'5 1/2" x 16 ins. (over) overall length, 13 ft. 9 ins., overall height, 4 ft. 6 ins., turning circle 27 ft., wheelbase, 8 ft. 3 ins., track, 4 ft. 9 ins., weight (dry), 2,420 lbs., Lockheed hydraulic brakes

Price: Not announced in U.K.

### JAGUAR

XK 120

Engine: 6-cyl. twin c.h. 85 x 106 mm (3,442 c.c.) 200 b.h.p. at 5,800 r.p.m. Two SU carburettors, coil ignition

Transmission: 4-speed gearbox, ratios 17.8, 8.8, 4.8 and 3.1 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front torsion bars; torsion bar rear

General: 6'5 1/2" x 16 ins. (over) overall length, 15 ft. 1 in., overall height, 3 ft. 7 ins., turning circle 31 ft., wheelbase, 10 ft., track, 4 ft. 3 ins., weight (dry), 2,150 lbs., Lockheed hydraulic brakes

Top gear speed at 1,000 r.p.m.: 24.5 m.p.h.

Price: £1,495 (basic)

### MARAUDER N.S.

2.3-litre Sports

Engine: 6-cyl. pushrod o.h.v., 85.2 x 101 mm (3,101 c.c.) 165 b.h.p. at 4,200 r.p.m. Two SU carburettors

Transmission: 4-speed gearbox, ratios 14.1, 8.8, 5.9 and 4.3 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front helical and wish-bones; helical rear

General: 6' x 16 ins. (over) overall length, 15 ft. 1 in., height, 4 ft. 4 ins., turning circle 14 ft., wheelbase, 10 ft. 4 ins., track, 4 ft. 4 ins., weight (dry), 2,250 lbs., Girling hydraulic brakes

Top gear speed at 1,000 r.p.m.: 27 m.p.h.

Price: £1,500 (basic)

### MERIDIAN N.S.

Type 300

Engine: 6-cyl. pushrod o.h.v., 85 x 98 mm (2,946 c.c.) 165 b.h.p. at 4,000 r.p.m. Two Solex carburettors

Transmission: 4-speed gearbox, ratios 16.3, 10.0 and 4.4 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front helical and wish-bones; helical rear

General: 7' x 16 ins. (over) overall length, 16 ft. 5 ins., height, 4 ft. 3 ins., turning circle 19 ft., wheelbase, 10 ft. 6 ins., track, 4 ft. 4 ins., weight (dry), 2,300 lbs., Girling hydraulic brakes

Top gear speed at 1,000 r.p.m.: 28 m.p.h.

Price: Not announced in U.K.

### PANHARD 141

120 Roadster Junior

Engine: Twin c.h., horizontally opposed, o.h.v., 85 x 98 mm (2,946 c.c.) 165 b.h.p. at 4,000 r.p.m. Zenith carburettor, coil ignition

Transmission: 4-speed gearbox, ratios 17.1, 11.1, 6.1 and 4.9 to 1; dry-plate clutch, spiral bevel final drive

Suspensions: Independent front transverse leaf; coil spring rear

General: 15 x 40 ins. (over) overall length, 12 ft. 11 in., height, 4 ft. 3 ins., turning circle 11 1/2 ft., wheelbase, 10 ft. 11 ins., track, 4 ft. 6 ins., weight (dry), 2,100 lbs., Lockheed hydraulic brakes

Top gear speed at 1,000 r.p.m.: 19.9 m.p.h.

Price: Not announced in U.K.

### PERANO 118

Type 102 (2.4-litre)

Engine: Vee 4 twin c.h. 75 x 70 mm (2,470 c.c.) 165 b.h.p. at 6,500 r.p.m. Weber carburettor, coil ignition

Transmission: 4-speed gearbox, ratios 17.8, 8.8, 4.8 and 3.1 to 1; dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front torsion bars; coil spring rear

General: 6' x 16 ins. (over) overall length, 15 ft. 1 in., height, 4 ft. 3 ins., turning circle 14 ft., wheelbase, 10 ft. 4 ins., track, 4 ft. 4 ins., weight (dry), 2,120 lbs., Lockheed hydraulic brakes

Top gear speed at 1,000 r.p.m.: 20.7 m.p.h.

Price: Not announced in U.K.

### True 101 (2.4-litre)

Similar specification to above but with 80 x 70 mm engine (2,470 c.c.) 165 b.h.p. not announced 6,000 x 16 ins. (over) overall weight, 2,100 lbs.

### PERNO 118

2.3-litre

Engine: 4-cyl. horizontally opposed, air-cooled, rear mounted, 85 x 86 mm (2,180 c.c.) 44 b.h.p. at 4,000 r.p.m. Two Solex carburettors

Transmission: 4-speed gearbox, single dry-plate clutch, spiral bevel rear axle

Suspensions: Independent front trailing links and coil spring; torsion bar transverse rear suspension

General: 6'1 1/2" x 16 ins. (over) overall length, 2 ft. 4 ins., height, 4 ft. 3 ins., turning circle 30.29 ft., wheelbase, 10 ft. 1 in., track, 4 ft. 7 ins., weight (dry), 2,100 lbs., Girling hydraulic brakes

Price: Not announced in U.K.

### 1.1-litre

As above, with following modifications to specification

Engine: 4-cyl. horizontally opposed, air-cooled, rear mounted 73.5 x 66 mm (2,066 c.c.) 40 b.h.p. at 4,000 r.p.m.

Price: Not announced in U.K.

## FALCON NIGHT NAVIGATION TRIAL

A FINE night, a good entry, and keen competition were just rewards for the excellent organization of the Falcon Night Navigation Trial, run by P Elbra. The route embraced three counties and most of Ordnance Sheet 147, the specific points to be visited being accurately positioned

### PROVISIONAL RESULTS

1, P. C. Harper (Hillman Minx), 70 marks lost; 2, F. E. Allingham (Sunbeam-Talbot), 141; 3, H. R. Smart (Morris 10), 142.

### CEMIAN M.C. KNOWLAND TRIAL

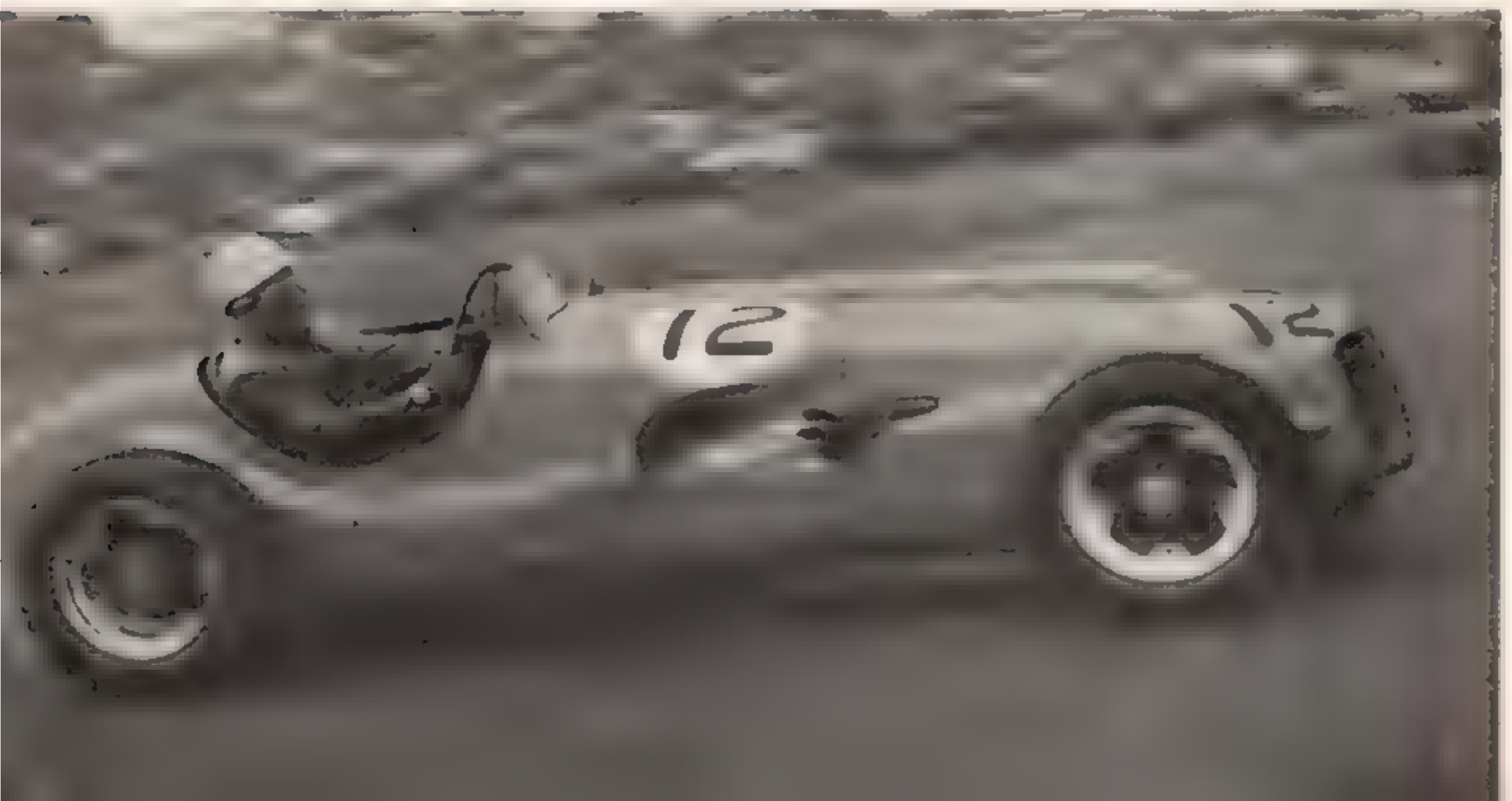
A SPORTING 30-mile course, starting from the "Royal Huts" Hotel, Hindhead, Surrey, at 10.30 a.m. on Sunday, 9th November, has been chosen for the Cemián M.C.'s fifth annual Knowland Trophy Trial. The set average speed is 22 m.p.h. and observed sections and two special tests will be included in the event, which is an R.A.C. Championship and B.T.D.A. Star qualifying trial. Invited clubs are the Bristol M.C. and L.C.C., the Hants and Berks M.C., Harsham and D.M.C. and L.C.C. Kentish Border C.C., London M.C. 750 M.C. and West Hants and Dorset C.C. Entries which close on Monday, 3rd November should be sent to M. H. Wilby, 16 Glenloch Road, Hampstead, N.W.3





*(Above) With an XK 120C Jaguar. He has scored many successes for this marque, including the 1950 and 1951 T.T. races*

*(Below) In the prototype Formula 2 E.R.A. Moss has never raced in anything other than a British car*





# WHY I MOTOR RACE

by STIRLING MOSS

B.R.D.C. "Gold Star" Winner,  
1950, 1951 and 1952



to watch Fangio drifting round a corner, is as exhilarating as seeing a Pavlova executing a graceful pirouette.

**T**O those of you reading this article, it is quite possible, had you wandered into a certain London hotel four years ago, that you would have found me apprenticed to the hotel trade. This was because my father and I agreed that this business was most suited to me, for, having failed matriculation, I was unable to follow in his footsteps, and become a dental surgeon. However, after a few successes in small events with my first "500" I managed to persuade him to give me a year to try and make motor-racing pay. What could be finer than making one's hobby one's business? It was with this ambition in mind that I set out in the early days of 1949 to prove my point.

I am often asked: "Why do you motor race?" and my immediate answer is always, "because I like it." But, on looking closer into this particular question, I realize that the answer is much deeper. For instance, I would be the last person to deny that motor-racing is dangerous, but like the small boy who visits the local fairground in search of thrills, I realize that the ever present risk spurs me on. There are many other reasons why I enjoy my profession, the necessity to travel, the people one meets, the places one visits, and the opportunity one gets of enjoying one's favourite sport.

Motor-racing is an art, although not recognized as such by the followers of ballet, music and so on.

Nevertheless, to me, to watch Fangio drifting round a corner, is as exhilarating as seeing a Pavlova executing a graceful pirouette. Being an art, one can never finish learning. It may be possible to reach the maximum speed round a given corner in a given car, but there are thousands of corners and many cars, as well as varying surfaces and conditions. This impossibility of reaching perfection gives one much scope for improvement. I always feel that motor-racing is rather like chasing the rainbow's end, for the more one learns or the nearer one gets to the end, the further it draws away. It is this ever disappearing goal which one strives for that makes it the most fascinating of all sports.



## BUXTON RALLY

THE Shenstone and District Car Club's Annual Closed Invitation Rally, which finished at Buxton on 11th October, turned out to be a highly successful and popular event. Out of 69 entries, some 61 competitors started, some from Shenstone, Staffordshire, and some from Grindleford, near Sheffield, and of these 10 for reasons either mechanical or navigational, failed to reach the finish.

Condensed into the road section of a little under 200 miles were eight time checks at varying distances and speeds, a Regularity section and a rest section. The average speeds were varied for the different classes, both on the road and in the Regularity test, the latter being cunningly sited during the latter part of a tired section, giving the rather hard-worked navigators just a little more to think about. On arrival at the finish there were two driving tests, which were also marked on the relative performance in classes, which effectively prevented there being any appreciable bias as between large and small cars.

The most outstanding performance was put up by J. J. Westwood, of the Hagley and District L.C.C., who, driving a TD MG was the only competitor to complete the rally without the loss of a single mark. Rather hard luck was suffered by J. D. Sleeman, last year's winner, who, having finished the road section "clean", broke the gearbox of his Ford 10 saloon in the first driving test. After carrying out temporary repairs which gave him a forward, but no reverse ratio, he endeavoured to carry out the second test performing the necessary reverse movements "by the exertions of the crew", unfortunately these exertions were of no avail as the motor-car entered the garage in the wrong direction, and this cost a further 20 marks.

### PROVISIONAL RESULTS

**Buxton Trophy:** J. J. Westwood (MG).

**Best Open Cars:** G. A. Lewis (H.R.G.).

**Best Closed Cars:** H. C. Burrows (Austin).

**Open Cars (up to 1,100 c.c.):** J. B. Hodgson (MG).

**Open Cars (1,101-1,500 c.c.):** W. S. Underwood (Dellow).

**Open Cars (1,501 c.c. and over):** R. Merrick (Jaguar).

**Closed Cars (up to 1,300 c.c.):** T. L. Pilkington (Austin).

**Closed Cars (1,301-2,000 c.c.):** G. T. J. Taylor (Austin).

**Closed Cars (2,001 c.c. and over):** A. Towle (Sunbeam-Talbot).

**First Class Awards (next 10 per cent.):** F. S. Sneath (Bentley); W. P. Clayton (Ford); A. E. Garner (MG); J. S. Hollings (Morris); G. I. A. Wallis (MG); C. Austin (Morris); L. Oakley (Vauxhall); R. K. Power (MG).

**Souvenirs (awarded to competitors with clean Road Sections):** J. V. N. Brown (H.R.G.); H. W. Whitehouse (Austin); B. Humphreys (Austin); J. D. Sleeman (Ford).

**Team Award:** Pathfinders and Derbyshire M.C. (H. T. Rayner, H. C. Burrows and A. Towle).

**Best Passenger:** Miss B. Hewitt (accompanying J. J. Westwood), (M.G.).

**Concours d'Elegance:**

**Open Car Class:** E. S. Sneath (1934 Bentley).

**Closed Class:** R. S. Bruce (1934 Daimler).

## NEWS FROM THE CLUBS

### BRMA, SECOND A.G.M.

THE second Annual General Meeting of the British Racing Motors Association will be held at the Waldorf Hotel, Aldwych, London, W.C.2, at 7.30 p.m. on Wednesday, 19th November.

The decision taken by the British Racing Motor Research Trust to dispose of the assets of B.R.M., Ltd., seriously affects the future of the B.R.M.A., which was formed primarily to support the B.R.M. project. Various proposals received from members of the Association for the continuance of this organization will be considered at this meeting, and it is hoped that as many members as possible will attend.

A B.R.M. film show will take place immediately after the meeting, and refreshments will be available at the hotel if required. Members please note that some form of membership identification will be required to gain admittance to the meeting.

### TARRANT RUSHTON SPEED TRIALS

THE 440-yard course at Tarrant Rush-ton Airfield, near Blandford, Dorset will be used by the 750 M.C. next Sunday, 26th October, for speed trials, commencing at 1 p.m. There are four classes for saloon and touring cars, four for racing-cars and six sports-car classes.

### H. AND B. CLUB BADGES

HANTS and Berks M.C. car badges are now available at 15s. post free from the hon. treasurer, A. H. S. Fountain, of 15 St. Andrews Road, Caversham Reading.

The club's meeting at the Falcon Hotel, Woodley Aerodrome, near Reading, on Friday, 31st October, at 8 p.m. will feature a talk by Peter Clark on "Long-Distance Racing".

### M.C.C. ANNUAL DINNER DANCE

Tickets for the M.C.C.'s Annual Dinner at the Park Lane Hotel Piccadilly, on 21st November, are now available from the Club captain, Major R. I. Mariani, O.B.E., of 26 St. John's Wood Terrace, London, N.W.8 (PRImrose 7366).

## CORBISHLEY WINS ALLEN TROPHY TRIAL

THE Allen Trophy Trial, organized by the Lutter Motor Club, again lived up to its reputation of being a well-run sporting trial, efficiently marked and with a variety of tests in the 30-mile course to test the skill of the most expert local drivers. The Club's motorcycle trials riders acted as course checkers and were ready, if required, to help any competitor in trouble.

Ten hills and two special tests faced the 32 competitors, who were assembled at the Otter Vale Garage on a cold, windy morning with a threat of rain to come. Luckily the trial escaped the downpour that settled over the countryside in the evening.

The first hill, Bowerhaves, a steep climb with a right-angled bend, failed many competitors but C. Corbishley (1,172 C.C.S. III) the ultimate winner, made a very polished ascent. Good climbs were also made by his teammate E. J. Chandler (1,172 Chandler) and R. J. Harris (1,172 Ford).

The next hill, Old Park I, was climbed by only four competitors. These were I. D. L. Lewis (1,172 Ford), G. W. Best (1,200 Austin), P. G. Cooper (1,172 Ford) and Dr. J. T. Spare (1,172 Whiteford).

Old Park II and Stafford Hill were in a much easier mood, but Bennetts Hayes proved a complete stopper. Drivers found the sharp left-hand grassy bank too great an obstacle to surmount. The course then led via Green Lane one and two to Whites Hill, always a favourite with competitors and spectators alike. Starting in a water-splash and winding up the hillside, it again proved the undoing of many. Speed and good throttle control were the essentials for victory



and these were displayed by W. C. Cuff (1,172 Cuff), G. W. Best (1,200 Austin) and I. D. L. Lewis (1,172 Ford). After many failures it was left to E. A. Jauncey (1,172 Marden) at the tail end of the entry to make the most polished climb of the day. With just the right amount of speed and placing his car on a dead correct line, he made the whole thing appear so very easy. Two more hills, Whites Plot and Hense Moot Bend, saw the finish of a very enjoyable and well-run Allen Trophy Trial.

J. BEACON

### RESULTS

**Allen Trophy and Souvenir:** C. Corbishley (1,172 C.C.S. III), 10 marks lost.

(Best times in Special Tests)

**Runner-up Award:** G. W. Best (1,200 Austin), 10.

**Alan Small Cup:** C. M. Seward (1,099 Freakin), 11.

**Hare Trophy:** E. J. Chandler (1,172 Chandler), 10.

**Chas. Allen Club Trophy:** I. D. L. Lewis (1,172 Ford), 12.

**First Class Awards:** E. A. Jauncey (1,172 Marden), 15; D. W. Price (1,172 Price), 15.

**Second Class Awards:** W. C. Cuff (1,172 Cuff), 17; E. G. Spence (1,172 Spence VII), 16.

**Third Class Awards:** R. W. Faulkner (1,172 Paul), 17; Dr. J. T. Spare (1,172 Whiteford), 17.

**Team Prize:** London M.C.: E. J. Chandler, 10; E. G. Spence, 16; C. M. Seward, 11. Total: 37 marks.

More News from the Clubs on page 548





**"KIEFT CARS are FASTEST"**  
*says Don Parker,*  
*leading KIEFT driver and winner*  
*of the "Daily Telegraph" Trophy.*



Last lap of the British Grand Prix, Silverstone, July 20th, 1952. Don Parker leads from Stirling Moss — both are driving Kiefts

*Guy Griffiths Photo.*

**DON PARKER** is the winner of the AUTOSPORT National 500 c.c. Championship and holder of many Lap Records.

His KIEFT has completed nearly 4,000 miles without any major overhaul on the engine. Don says "I think the KIEFT is the best and fastest 500 I have had the pleasure of driving—it certainly is a winner."

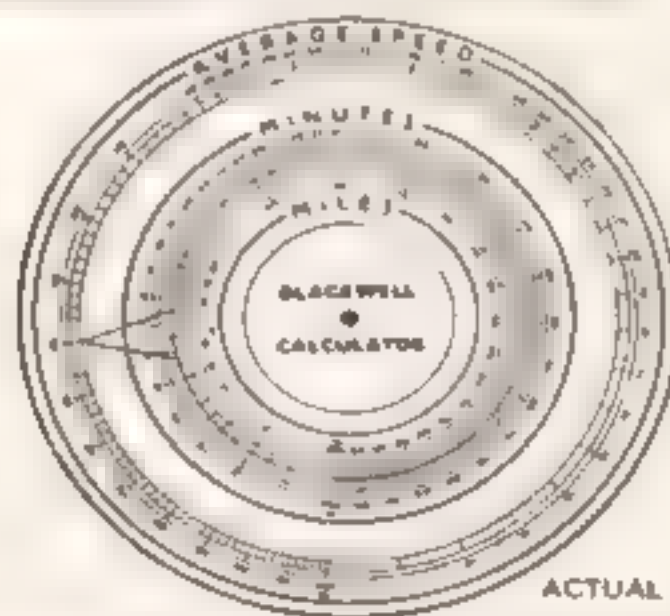
**CYRIL KIEFT & CO. LTD., RELIANCE WORKS, DERRY STREET, WOLVERHAMPTON**

Telephone: Wolverhampton 24194 5

*Trial, Rally and  
 Racing Motorists—  
 your speed, time and  
 distance problems can  
 be as simple as*

MK I (Rally Model) 11/- Post Free

MK II (Racing Model) 25/- Post Free



**A  
 BLACKWELL  
 CALCULATOR**

**BLACKWELL'S METALLURGICAL WORKS LTD. (CALCULATOR DEPT.)  
 THERMETAL HOUSE, GARSTON, LIVERPOOL, 19.**



## News from the Clubs—continued

## LAGONDA RAPIER AND RAPIER CARS

THERE is a feeling amongst some owners of these cars that an organization should be formed with the object of keeping people in touch with one another, pooling technical knowledge, and other information. It is an undoubted fact that when, on all too rare occasions, one or two Rapier people get together, there is insufficient time to ask and answer all the questions, and wives sit bemused, or pass their time feeding the enthusiasts!

A logical answer to the whole thing is to form something on the lines of the now amalgamated Lagonda Register, which catered admirably for the 2-litre people, so that a monthly news sheet could be issued with information of members' activities, etc., and probably two or three rallies organized, one to serve as an Annual General Meeting. This preliminary notice is purely for the purpose of gauging the number of people interested.

Should there be a sufficiently large response, it will be necessary to go into further details; membership fee, R.A.C. affiliation, officers, etc., must be arranged. In the meantime, Rapier owners are invited to contact G. D. Speight, 473 Manchester Road, Sheffield, 10.

## ANOTHER TODD SUCCESS—NEWRY "HIGHEST-UP"

WILBERT TODD's first appearance in competitive motoring since a recent operation, at the Newry M.C.'s "Highest-Up" climb on 11th October, was marked by yet another success for the L-shorn driver. As in previous years, few of the entrants had difficulty in completing the Ballyghally course, so that the event was decided on times of ascent, and it is interesting to note that Todd's best time of 95.2 secs. was achieved with the A40-powered Todd Special, his best climb with the 27 h.p. Humber Special being 102.8 secs.

## RESULTS

1, W. T. Todd (Todd Spl.), 95.2 secs.; 2, G. Savage (Ford Spl.), 95.8 secs.; 3, C. F. C. Lindsay (Dellow S/c), 98.8 secs.

Saloon Prize: J. L. Dowling (Ford Utility), 115.8 secs.

## OMAGH CLUB ACTIVITIES

IN accordance with their usual practice, the Omagh M.C. will hold their annual general meeting after a trial, starting from the Car Park at 2.30 p.m. on 25th October (map—1 in., West Tyrone, Sheet 5). The meeting will start at 6.30 p.m. at the Royal Arms Hotel. Omagh, high tea will be available, and a film show including the 1952 Syonfin Hill-climb and the Circuit of Ulster will be presented. Further information may be had from J. P. Robinson, Omagh.

## NEW MIDLAND M.E.C. SECRETARY

GORDON PATTISON has handed over the duties of hon. secretary of the Midland Motoring Enthusiasts' Club to Sheila Lane, 395 Clarence Road, Four Oaks, Sutton Coldfield.

## NORTH LONDON M.C.

ANOTHER enjoyable afternoon was spent on Sunday, 5th October, when 47 members and their friends took part in a "Scrounge Run" organized by the North London Motor Club. Members were asked to produce at the finish approximately 30 items, these varying from an acorn to a dog biscuit. The run finished at The Swan Hotel, Thaxted, Essex, where tea had been arranged. The winner of the event was John W. Holmes.

It is with regret that the club have to announce the resignation of their vice-chairman Stanley W. Greening, due to pressure of business. Mr. Greening, who was one of the original members, had done much to help the club during its difficult 'revival' period earlier this year. A new vice-chairman has been elected, Mr. G. S. Wright, of 168 Hampden Way, N14.

A further N.L.M.C. event has been arranged for Sunday, 26th October, starting at 2.15 p.m. from the slip-road at Hadley Highstone, Barnet. This will take the form of a Find-Your-Way Competition. Upon arrival at Barnet, competitors will be given full details of the competition and the ultimate destination, which is approximately 20 miles from Barnet. Maps showing the area

to be covered by the event are Ordnance Survey  $\frac{1}{4}$  in.—1 mile Sheet No. 12, or Esso road map No. 2. There will be an entrance fee of 2s. for motor-cars and 1s. for motor-cycles, both including passengers. Persons interested in joining the club may take part in this event. Tea will be available at the finish at a cost of approximately 2s. 6d. per head.

## BMW REGISTER

THE inaugural "Get Together" of the BMW Register will be held at the Prince's Head, 6 Storey's Gate (late Prince's Street), Westminster, S W 1, on Friday, 7th November, commencing at 7 p.m.

It is suggested that the following matters should be dealt with: (1) Establish the aims and scope of the Register. (2) If necessary in view of (1), elect Officers and/or a Committee. (3) Subscriptions. (4) Method and frequency of circulating information sought and given. (5) Frequency and place of future meetings. (6) Spares pool. (7) Any other business, as required by owners.

An informal discussion will follow. Those interested in this newest "one-make" Register should contact R. J. T. Hewitt, of 5 St. Leonard's Court, East Sheen, London, S W 14.

More News from the Clubs on page 552

## "AUTOSPORT" DIRECTORY OF THE CLUBS—17

## Bridgnorth &amp; District Motor Club

(Founded 1946)



President: W. T. Howard.

Vice-Presidents: Barry Woodall, R. Reynolds, W. Lake, S. J. Foxall, H. J. Remington, E. Carter.

Chairman: N. E. C. Jordan.

Open to: Drivers of motor-cars and motor-cyclists.

Caters for: All types of motoring activities.

Principal events: Car Trial (March).

Motor-Cycle Grass Track Meetings (May and August).

Motor-Cycle Scramble (July).

Joint Car and Motor-Cycle Rally (August).

National Motor-Cycle Trial (September).

Headquarters: Falcon Hotel, Bridgnorth.

Meetings: First and third Thursday in each month.

Bulletin: Revs—duplicated: monthly.

Editor: the Hon. Secretary.

Whether associated with the R.A.C.: Yes (also affiliated to the A.C.U.).

Approximate Membership: 170.

Annual Subscription and Entry Fee: No entry fee.

Annual Subscription: Cars and Motor-Cycles, 10s. Social membership, 5s.

Hon. Secretary: C. J. Roberts, Stanmore, Bridgnorth, Shropshire.



Correspondence—continued

III Effects of the Retread Ban

Now that the ban on remoulded and retreaded tyres has operated for a full season of speed events, it is possible to assess the effect of this prohibition.

We, in common with most other clubs, have seen a marked reduction in the number of entries for those events affected by the aforementioned ruling about tyres.

We have been informed by members who were previously regular competitors in some or all types of speed events, that the tyre problem is the main cause of their withdrawal from motor sport.

It seems that unless some relaxation of the present ruling is made the present diminution of support will continue, and club speed events will soon become impossible.

We fully appreciate that reasonable safety precautions are necessary, but suggest that certain relaxations of the present rule might be made.

May we make clear that these suggestions apply only to sports-car events at "closed" and "closed invitation" meetings where the paying public are not admitted, and at other events where paying spectators are unquestionably safe; for example, Brighton Speed Trials where spectators are at least 20 ft. above the course.

We suggest that, within the limits mentioned above, the following be permitted—

(1) Tyres remoulded by the original makers for all types of speed events.

(2) Retreaded tyres approved by the scrutineer for straight line sprint events and for hill-climbs.

We do not know of any accident or incident in a sports-car event since the war which could be blamed on failure of remoulded or retreaded tyres, and we submit that speeds in these events are not appreciably higher than the same cars normally attain on the open road.

We believe that our proposals are safe and reasonable and, if adopted, will be of great help to a large number of motor sport enthusiasts throughout the country. Otherwise we view the future with grave misgivings.

C. H. D. BERTON (LT.-COL.),  
SECRETARY, BRITISH DRIVERS' CLUB

(The above is a slightly condensed version of a letter sent by the British Drivers' Club to the R.A.C.)

Voices from the U.S.A.

I COULDN'T resist writing and telling you how much I enjoy your weekly. Over here the sport of motor-racing is not too well appreciated by the majority, and interest is carried in the form of "soup up" cars, i.e., "hot rods". John Bolster's article on "hot rods" gave me a terrific bang, after reading your very English descriptions of racing events it made me smile to see the slang American terms. Still, I would never underestimate the "rod". These boys can get more "horses" than some people believe imaginable and I'd venture to say that if they ever get an interest in Grand Prix racing they would make the European shake his head in amazement at their methods. The only thing I see that could hold them back is the Formula. We believe in big engines, however, and if Ford and Mercury engines would come up to standards they would show h.p. that is almost beyond belief. I consider we could out-accelerate Formula 1 cars.

For many years I, and many others, have hoped that General Motors would interest themselves in G.P. racing. They have the know-how, and the resources. Right now I say, thank the stars that we have men like Briggs Cunningham. I understand that European critics think his cars too large and this may be true, but I wish they would give us credit for his fourth place at Le Mans. For an infant concern it is doing rather well and I'm sure it will be a machine to be reckoned with at Le Mans next year.

WILLIAM J. ERSKINE, O.D.

BALTIMORE, U.S.A.

"Carburation"—the Author Replies

I WAS very interested to read in your issue of 26th September a review of my book *Carburation* (Chapman and Hall, Ltd.). While I am gratified that Mr. Bolster found the work instructive, may I crave the courtesy of your pages to reply to the few criticisms which were made?

The reviewer rather considered that a section dealing with the downdraught application of the S.U. carburettor showed

(Continued overleaf)



ALFA ROMEO—supercharged  
8-cyl. 2.3-litre Castagne  
four-seater drop head  
coupe £525

ALFA ROMEO—Gran Turismo  
supercharged 1,750 cc  
Castagne drop-head  
coupe

ALFA ROMEO—supercharged  
8-cyl. 2.3-litre 2-seater  
£525

ASTON MARTIN 6 litre Le  
Mans 2.4-seater £525

## Chiltern Cars

11a WATER LANE, LEIGHTON BUZZARD

BEDFORDSHIRE

TELEPHONE 2060

SINGER—4 litre Speed  
Model 2-seater £265

INVERA—Low Chassis 4l  
litre TT 4-seater £245

RELEY—ex-works, ex T. C.  
Harrison, Ulster Imp £425

M.G.—ex-works, ex Evans  
NE type TT Magnette  
£295





# MILL GARAGE

for

## EVERYTHING



OFFICIAL DEALERS for MG and WOLSELEY  
PROMPT C.O.D. SPARES SERVICE

**W. JACOBS & SON**  
**MILL GARAGE**  
**CHIGWELL ROAD**  
**SOUTH WOODFORD**  
**LONDON, E.18**

WANSTEAD 0660

### Correspondence—continued

some prejudice. No doubt the section referred to is that one on page 112 of the first and second editions, and page 156 of the third edition. I am glad to be able to state, however, that before publication of the first edition I sent a copy of this section to the S.U. company, asking whether they were in agreement with the views set forth, and whether they would care to offer any suggestions. That company was most co-operative. The statement was agreed upon and the only alteration suggested was that of a single word, which I inserted in the final proof. Later, I sent all the material relating to the S.U. carburettor. Here again a few small alterations were suggested, and these also I incorporated in the text before publication. In fact, I took similar steps in a number of instances, to ensure that the presentation should be as sound as possible.

With regard to the reviewer's comments about the thermostatically controlled hot-spot, all the evidence goes to prove that this is the most efficient method of heating the mixture. Despite the fact that it is a good deal more expensive to manufacture than any other kind, almost every American motor-car employs this device. The Vauxhall concern who make one of our cheapest motor-cars, pioneered this scheme in this country. Standards have now followed suit, and it is more than likely that other British manufacturers will employ this system also. It is true that earlier designs were inclined to rattle when wear developed, but most current assemblies are satisfactory in this respect.

The omission of a separate section dealing with carburation of racing engines was dictated by space. In fact, I had to cut the original manuscript by many thousands of words at the publisher's request.

My colleague and proof-reader is most concerned that any misprints found their way into the final proof. We would both be most grateful if Mr. Bolster would drop me a line indicating whereabouts these errors may be found.

WARWICK.

CHARLES H. FISHER, M.I. MECH.E., M.S.A.E

### B.R.M.

LIKE your correspondent, Mr. Mickel, I greatly deplore your attitude in not having a "green cover" issue for the B.R.M. win at Goodwood, especially as I see other green covers are for such as: (i) a Rheims sports win; (ii) Jaguar Record run; (iii) a Coupe des Alpes victory; (iv) a 67-mile Formula 3 victory (over third-rate German opposition); (v) a Formula 3 victory in Luxembourg; and (vi) Macklin's H.W.M. win at Silverstone when the official Ferraris were not about.

Goodwood was an International Race and had the 1951 World Champion and the French Champion among its entries so to my mind was as important as any of the above. Like Mr. Mickel, I'm sorry to raise the B.R.M. controversy again, but there is so much that has not been stressed enough.

Despite its bad management and unreliability, B.R.M. publicity has given this game of ours a "jab-with-a-needle" that many sports would like just now. People want real spectacle nowadays and *Formule Libre* races provide it.

These B.R.M.s have amazing spectator appeal. I shall never forget, at Silverstone in July, the sight of thousands of people round the course getting up (after lazing on the grass while the quiet, unspectacular Formula 2 cars were on) the moment the B.R.M.s were heard, all of them really *interested* for the first time.

Since the war crowds have come in numbers that were never quite expected to gather at remote circuits, even knowing they'd witness another Italian win, and now for the first time since the classic Sunbeams in 1924, there are three real G.P. cars painted green, sounding like G.P. cars should, and with a maximum which G.P. cars should have, the finest sight and sound since Hitler's cars of 1938/39.

Incidentally, referring to Goodwood last month—why, on why, do they not get P.A. chaps who know motor-racing instead of just having an Oxford accent? How we missed John Bolster. John Eason-Gibson is good but I admit to not being good at his brogue. The rest I've heard are hopeless colourless and without "gen" on the racing; one can usually tell every driver by his style and dress—not by numbers—even on the first lap and yet at Goodwood the announcer said tamely: "So and so" first, second and third and the others I cannot make out. Please let's have more informed announcing next year.

Before closing, herewith suggestion for next season's racing. Would someone give us a "match race" like Harry Edwards did at Crystal Palace between Dobson and Bira? I suggest Moss v. Hawthorn and a B.R.M. v. the Thin Wall.

ALDERSHOT.

JAMES W. WRIGHT



# BAYERISCHE MOTOREN WERKE

## HALL of BALHAM Ltd. — THE BMW SPECIALISTS

Engines, Radiators, Shafts, Gearboxes  
ZF and Hirth, Rear Axles, Cases, Front  
and Rear Springs, Clutch Plates, Steering  
Wheels, Road Wheels, Tyres and  
Tubes, Brake Cables, Remetalled Con-  
rods, Standard and O.S. Rocker-shafts,  
Rockets, Springs, Camshafts, Crank-  
shafts (Reground) Cylinder Blocks,  
Resleeved, Radiator Shutters, Bumpers,  
Front and Rear Wings, Bonnets, Bosch  
Horns, Seats, Etc., Etc., Etc

*Interior Carpets to Order*

### ★ ★ ★ SPECIAL OFFER

**First Registered NOV. 1945  
327'55 FIXED HEAD  
BMW COUPE**

Completely Overhauled, Lead Bronze  
Bearings, Side Oil Radiator, Twin  
Marchal Road Lamps, Built-in Side  
and Rear Lamps, Chromium Wheels  
and Coachwork Finished in Poly-  
chromatic Gray with Aluminium Piping,  
the finest example of this famous  
Marque yet offered

★ Terms Exchanges ★

Cylinder Heads, Valves, Springs,  
Guides, Water Impellers, Oil Pumps  
(All Types), Bosch Starters, Bosch Dyna-  
mos, Distributors, Prop-shafts, Half-  
shafts, Bases, Diff-assemblies, Brake  
Drums, Brake Shoes, All Types of Bodies,  
Chassis, Speedometers, Oil Gauges,  
Coils, Rocker Boxes, Fans, Body Fittings,  
Windscreens, Bosch Wipers, Door  
Handles and Window Frames complete  
with Glass, Head Lamps, Side and Rear  
Lamps, Shock Absorbers (Most Types),  
King Pins, Bushes, Bearings, Etc.

*New Hub Caps in Stock*

**197-199 HIGH STREET • TOOTING • S.W.17 • BALHAM 7855**

## The WEST ESSEX Engineering Company Limited

R. C. Willis

Theydon Bois 3077

### BMW BRISTOL RACING TWO-SEATER

*Ron Willis offers his well-known competition car  
for sale—overhauled and ready for the season's  
events.*

The car conforms to F.I.A. regulations for sports cars.  
Stripped, it is equally suitable for Formula 2 events.  
Extensive use of light alloys has made this the lightest  
2-seater seen in competition and this is reflected by its  
outstanding acceleration and performance. Standing  
1 mile—14.7 sec. Maximum speed 130 m.p.h. Special  
BMW racing engine with Bristol head, close ratio  
pres-selector gearbox, Lockheed 2 L.S. brakes, with wheels,  
brake drums, bell housing and body in Elektron. A car  
that offers successful competition motoring for a modest  
outlay in view of its potentialities, and one of the  
fastest sports cars in the country.

### Frazer-Nash & BMW Repair & Tuning Service

Brake conversion to A.S. Hydraulics for BMW and  
post-war Standard 126 & 148 — Manufacture Light  
Alloy Components for 'Special' Builders — Design  
& Manufacture 'One-offs'.

**MARKET SQUARE, ABRIDGE, ESSEX**

## The Marley Concrete Garage



**offers all the advantages of the traditional brick garage at considerably lower cost** **From £66 complete in six standard sizes**

- Easy owner erection
- Permanent yet portable
- No maintenance costs
- Fireproof

*(Delivery free within a  
radius of 75 miles of  
Guildford, Ramford or  
Cheltenham)*

*Write for Illustrated Brochure*

**SURREY CONCRETE LTD. PEASMARSH, GUILDFORD**  
Telephone: Guildford 62986/7



## News from the Clubs—continued

## HALEWOOD TROPHY RALLY

THE Halewood Trophy Rally took place on 12th October and, although it was run over a shorter distance than previous events, it was considered to be the best of the series.

Approximately 45 miles of Glamorgan were covered and four tests were incorporated *en route*; two of the "reversing and driving into bays" type, and two of "average speed over a given circuit" type. Several Rally tales were later told at the St. Mellons Golf Club, including one about the member who was prepared to swear that he squeezed his M.G. through a gap of about 24 ins. between a ditch and a non-competing car, and the one about the competitors who did not find a single control.

The results of the Rally were as follows:—

**Aubrey Halewood Trophy:** G. Turner (M.G. TD).

**Class A, open cars to 1,300 c.c.:** W. Humphries (Ford Spl.).

**Class B, closed cars to 1,300 c.c.:** Dr. P. Rutter (Renault).

**Class C, open cars over 1,300 c.c.:** M. Seal (Lea-Francis).

**Class D, closed cars over 1,300 c.c.:** D. Hatter (Lancia).

**Team Award:** Messrs. Roscoe, Seal and Lougher.

## BOSSOM TROPHY TRIAL

THE Maidstone and Mid-Kent M.C.'s eighth annual Bossom Trophy starts from Haynes' Garage, Ashford Road, Maidstone, at 11 a.m. this Sunday, 26th October. It will be a 30-mile sporting trial, with a number of observed sections, one stop-and-restart test, and a special test to decide ties. The minimum average speed to be maintained is 5 m.p.h., and the finish will be at the Tudor House, Bearsted, Maidstone.

## SUNDAY'S SUNBAC TRIAL

SUNBAC's Vesey Cup Trial, starting from the Sandford Hotel, Church Stretton, at 10.30 a.m. this Sunday, 26th October, will cover a course of 40-50 miles in Shropshire. As both cars and motorcycles take part, the route followed by each may differ in detail. The winner of the Vesey Cup in 1951 was Ray Merrick (1,228 Atkinson Spl.).

## COMING ATTRACTIONS

**October 25th.** Harrow C.C. Cottingham Memorial Trophy Trial. Start, Aston Rowant.

**Sunbac Vesey Cup Trial.** Start, Sandford Hotel, Church Stretton 10.30 a.m.

**Ulster A.C. Driveability Trial.** Start, Castlehill Road, Belfast, 2.30 p.m.

**Torbay M.C. Driving Tests.** Dublin University M.C. Night Trial.

**Omagh M.C. Trial, N. Ireland.** Start, Car Park, Omagh, 2.30 p.m.

**October 25th/26th.** Tour of Belgium (Light Cars).

**Tunbridge Wells M.C. Night Navigation Rally.** Start, King's Head Watlington, Kent, 9 p.m.

**Liverpool M.C. Trial, Cheshire/Wales.**

**October 26th.** 750 M.C./West Hants and Dorset C.C. Speed Trials, Larrant Rushton Airfield, near Blandford Dorset. Start, 1 p.m.

**Maidstone and Mid-Kent M.C. Bossom Trophy Trial.** Start, Haynes' Garage, Ashford Road, Maidstone, 11 a.m.

**Mid-Cheshire C.C. Point-to-Point.** N. Wall. Start, Lever Inn, Rhyl. 1.30 p.m.

**Leics. C.C. Rally.** Blackpool and Fylde M.C. Trial. Lincs. Yorks.

**East Anglian M.C. Trial.** Cambridge University A.C. Driving Tests.

**N. London M.C. Route Finding Contest.** Start, Hadley Highstone, Barnet, 2.15 p.m.

**Thames Estuary A.C. Rally.** Waterloo and District C.C. Trial. Lancs.

**M.G.C.C. (Scottish Centre) Moorfoot Rally.**

**Munster M.C. Trial, Eire.**

## ROSETTE RALLY

A Kent Road Rally is being organized by the Citroën C.C. and the United Hospitals and University of London M.C., to take place on 1st/2nd November. The Rosette Rally, as the event is to be called, will be divided into four distinct parts: (a) The Telegraphic section, in which competitors start from a point of their own choosing after 9 a.m. on the first day, notifying a Central

control at the Five Horseshoes Hotel Remenham, Henley-on-Thames, by telegram. Marks in this section will be awarded according to distance covered. (b) Night Trial section, starting from Central control. (c) "Bank Holiday" section, of about 120 miles, and (d) Regularity section over about 60 miles.

Total mileage to be covered will be about 280 miles, including the initial journey to Central control, and it is the organizers' aim to reduce potential nuisance to the public to a minimum. Clubs invited to take part in the Rosette Rally, apart from the promoters, are Lagonda Club, London M.C., Hants and Berks. A.C.C. and 750 M.C., plus any person eligible to full membership of a British University Motor Club, recognized by the R.A.C.

Entries must be sent to the Secretary of the Meeting, G. E. Tapp, at Summerdale, King's Road, Fleet, Hants, by first post, 29th October. Clerk of the Course will be Holland Birken.

## CEMIAN FILM SHOW

FOR the first Cemián M.C. club night of the winter season a film show has been arranged by courtesy of the Vacuum Oil Co. This will be held at the Lotus Restaurant, Norris Street, Haymarket, S.W.1, on Friday, 31st October, and will commence at 8 p.m. The programme will consist of four films including the 1951 Ulster Grand Prix and the Indianapolis 500", both of which are in colour. Admission to the show will be free to members, their friends and any other persons interested, from 6 p.m., when the bar will open.

More News from the Clubs on page 556

## CLUB FIXTURES

**Reading D.C.**—Annual Dinner/Dance, 24th October. Dorchester Hall, Park Lane, W.1. From 7 p.m.  
**Reading D.C.**—Club Meeting, 25th October. Blacksmith Arms, The New Square, Reading. 8 p.m.  
**Reading D.C.**—Club Meeting, 26th October. Reading. 8 p.m.

**"W.D." Club.**—Social Evening, 26th October. Cathedral Hotel, Milford Street, Salisbury, Wilt. From 7 p.m.

**750 M.C.**—Meetings, 29th October. Midland Centre, Ford Hotel, Durridge.  
 Southern Centre: Crown and Bistrup, Lyndhurst, Hants.

**Adon Martin D.C.**—First Winter Film Show, 29th October. British Council Theatre, Hanover Street, London, W.1. 7 p.m.

**Chiltem C.C.**—Last Wednesday Meeting, 29th October, George Hotel, Beaconsfield. 7.30 p.m.  
**Victoria S.C.C.**—Last Thursday Meeting, 30th October, Crescent Hotel, Ilkley, Yorks.

**A.C.C.C.**—Talk, 29th October, Marlborough Head, N. Audley Street, London, W.1. 8.30 p.m.

VICTORIA 2211

C.G. NORMANI & CO.

London  
Distributors

46-52, VAUXHALL BRIDGE RD.  
VICTORIA,  
LONDON, S.W.1.

CITROËN  
SALES SERVICE SPARE PARTS & REPLACEMENT UNITS



# AUTOSPORT

## CLASSIFIED ADVERTISEMENTS

PRESS TIME:  
TUESDAY 10 a.m.  
Tel.: PADdington 7671-2

RATES: 5d. per word, 3s. 6d. per line, 35- per single column inch. Minimum charge 5-; not including Box Number. Particulars of Series Discounts may be obtained on application.

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W 2.

BOX NUMBERS Facilities are available to advertisers at an additional charge of 1- to defray cost of booking and postage. The words "Box 000" must be included in the advertisement and paid for. Box Numbers may not be used for 1951 and current model cars.

The publishers reserve the right to refuse advertisements, and do not accept liability for printers or clerical errors, although every care is taken to ensure accuracy.

### CARS FOR SALE

#### A.C.

**A.C.** 16 H.P. 1933, trial body engine overhauled. £128 o.n.o.—Ewell 1054

**1937 A.C.** Greyhound sports saloon, superb condition, new engine, good tyres. £121 — Smith's Car Sales, 3 Braham High Road, Braham. Phone: Braham 7628.

#### ALFA ROMEO

**ALFA ROMEO—29** Monoposto P1-43 700cc. Original Scuderia Ferrari condition. Partly assembled. Dodge tender. £1,250 — B-9 918

#### ALLARD

**RICHARDS AND CARR** offer three Allard J1s for sale. 1945, 1946 (August) 1949 (March) 1950 (April) 1951 (May) 1952 (June) 1953 (July) 1954 (August) 1955 (September) 1956 (October) 1957 (November) 1958 (December) 1959 (January) 1960 (February) 1961 (March) 1962 (April) 1963 (May) 1964 (June) 1965 (July) 1966 (August) 1967 (September) 1968 (October) 1969 (November) 1970 (December) 1971 (January) 1972 (February) 1973 (March) 1974 (April) 1975 (May) 1976 (June) 1977 (July) 1978 (August) 1979 (September) 1980 (October) 1981 (November) 1982 (December) 1983 (January) 1984 (February) 1985 (March) 1986 (April) 1987 (May) 1988 (June) 1989 (July) 1990 (August) 1991 (September) 1992 (October) 1993 (November) 1994 (December) 1995 (January) 1996 (February) 1997 (March) 1998 (April) 1999 (May) 2000 (June) 2001 (July) 2002 (August) 2003 (September) 2004 (October) 2005 (November) 2006 (December) 2007 (January) 2008 (February) 2009 (March) 2010 (April) 2011 (May) 2012 (June) 2013 (July) 2014 (August) 2015 (September) 2016 (October) 2017 (November) 2018 (December) 2019 (January) 2020 (February) 2021 (March) 2022 (April) 2023 (May) 2024 (June) 2025 (July) 2026 (August) 2027 (September) 2028 (October) 2029 (November) 2030 (December) 2031 (January) 2032 (February) 2033 (March) 2034 (April) 2035 (May) 2036 (June) 2037 (July) 2038 (August) 2039 (September) 2040 (October) 2041 (November) 2042 (December) 2043 (January) 2044 (February) 2045 (March) 2046 (April) 2047 (May) 2048 (June) 2049 (July) 2050 (August) 2051 (September) 2052 (October) 2053 (November) 2054 (December) 2055 (January) 2056 (February) 2057 (March) 2058 (April) 2059 (May) 2060 (June) 2061 (July) 2062 (August) 2063 (September) 2064 (October) 2065 (November) 2066 (December) 2067 (January) 2068 (February) 2069 (March) 2070 (April) 2071 (May) 2072 (June) 2073 (July) 2074 (August) 2075 (September) 2076 (October) 2077 (November) 2078 (December) 2079 (January) 2080 (February) 2081 (March) 2082 (April) 2083 (May) 2084 (June) 2085 (July) 2086 (August) 2087 (September) 2088 (October) 2089 (November) 2090 (December) 2091 (January) 2092 (February) 2093 (March) 2094 (April) 2095 (May) 2096 (June) 2097 (July) 2098 (August) 2099 (September) 2100 (October) 2101 (November) 2102 (December) 2103 (January) 2104 (February) 2105 (March) 2106 (April) 2107 (May) 2108 (June) 2109 (July) 2110 (August) 2111 (September) 2112 (October) 2113 (November) 2114 (December) 2115 (January) 2116 (February) 2117 (March) 2118 (April) 2119 (May) 2120 (June) 2121 (July) 2122 (August) 2123 (September) 2124 (October) 2125 (November) 2126 (December) 2127 (January) 2128 (February) 2129 (March) 2130 (April) 2131 (May) 2132 (June) 2133 (July) 2134 (August) 2135 (September) 2136 (October) 2137 (November) 2138 (December) 2139 (January) 2140 (February) 2141 (March) 2142 (April) 2143 (May) 2144 (June) 2145 (July) 2146 (August) 2147 (September) 2148 (October) 2149 (November) 2150 (December) 2151 (January) 2152 (February) 2153 (March) 2154 (April) 2155 (May) 2156 (June) 2157 (July) 2158 (August) 2159 (September) 2160 (October) 2161 (November) 2162 (December) 2163 (January) 2164 (February) 2165 (March) 2166 (April) 2167 (May) 2168 (June) 2169 (July) 2170 (August) 2171 (September) 2172 (October) 2173 (November) 2174 (December) 2175 (January) 2176 (February) 2177 (March) 2178 (April) 2179 (May) 2180 (June) 2181 (July) 2182 (August) 2183 (September) 2184 (October) 2185 (November) 2186 (December) 2187 (January) 2188 (February) 2189 (March) 2190 (April) 2191 (May) 2192 (June) 2193 (July) 2194 (August) 2195 (September) 2196 (October) 2197 (November) 2198 (December) 2199 (January) 2200 (February) 2201 (March) 2202 (April) 2203 (May) 2204 (June) 2205 (July) 2206 (August) 2207 (September) 2208 (October) 2209 (November) 2210 (December) 2211 (January) 2212 (February) 2213 (March) 2214 (April) 2215 (May) 2216 (June) 2217 (July) 2218 (August) 2219 (September) 2220 (October) 2221 (November) 2222 (December) 2223 (January) 2224 (February) 2225 (March) 2226 (April) 2227 (May) 2228 (June) 2229 (July) 2230 (August) 2231 (September) 2232 (October) 2233 (November) 2234 (December) 2235 (January) 2236 (February) 2237 (March) 2238 (April) 2239 (May) 2240 (June) 2241 (July) 2242 (August) 2243 (September) 2244 (October) 2245 (November) 2246 (December) 2247 (January) 2248 (February) 2249 (March) 2250 (April) 2251 (May) 2252 (June) 2253 (July) 2254 (August) 2255 (September) 2256 (October) 2257 (November) 2258 (December) 2259 (January) 2260 (February) 2261 (March) 2262 (April) 2263 (May) 2264 (June) 2265 (July) 2266 (August) 2267 (September) 2268 (October) 2269 (November) 2270 (December) 2271 (January) 2272 (February) 2273 (March) 2274 (April) 2275 (May) 2276 (June) 2277 (July) 2278 (August) 2279 (September) 2280 (October) 2281 (November) 2282 (December) 2283 (January) 2284 (February) 2285 (March) 2286 (April) 2287 (May) 2288 (June) 2289 (July) 2290 (August) 2291 (September) 2292 (October) 2293 (November) 2294 (December) 2295 (January) 2296 (February) 2297 (March) 2298 (April) 2299 (May) 2300 (June) 2301 (July) 2302 (August) 2303 (September) 2304 (October) 2305 (November) 2306 (December) 2307 (January) 2308 (February) 2309 (March) 2310 (April) 2311 (May) 2312 (June) 2313 (July) 2314 (August) 2315 (September) 2316 (October) 2317 (November) 2318 (December) 2319 (January) 2320 (February) 2321 (March) 2322 (April) 2323 (May) 2324 (June) 2325 (July) 2326 (August) 2327 (September) 2328 (October) 2329 (November) 2330 (December) 2331 (January) 2332 (February) 2333 (March) 2334 (April) 2335 (May) 2336 (June) 2337 (July) 2338 (August) 2339 (September) 2340 (October) 2341 (November) 2342 (December) 2343 (January) 2344 (February) 2345 (March) 2346 (April) 2347 (May) 2348 (June) 2349 (July) 2350 (August) 2351 (September) 2352 (October) 2353 (November) 2354 (December) 2355 (January) 2356 (February) 2357 (March) 2358 (April) 2359 (May) 2360 (June) 2361 (July) 2362 (August) 2363 (September) 2364 (October) 2365 (November) 2366 (December) 2367 (January) 2368 (February) 2369 (March) 2370 (April) 2371 (May) 2372 (June) 2373 (July) 2374 (August) 2375 (September) 2376 (October) 2377 (November) 2378 (December) 2379 (January) 2380 (February) 2381 (March) 2382 (April) 2383 (May) 2384 (June) 2385 (July) 2386 (August) 2387 (September) 2388 (October) 2389 (November) 2390 (December) 2391 (January) 2392 (February) 2393 (March) 2394 (April) 2395 (May) 2396 (June) 2397 (July) 2398 (August) 2399 (September) 2400 (October) 2401 (November) 2402 (December) 2403 (January) 2404 (February) 2405 (March) 2406 (April) 2407 (May) 2408 (June) 2409 (July) 2410 (August) 2411 (September) 2412 (October) 2413 (November) 2414 (December) 2415 (January) 2416 (February) 2417 (March) 2418 (April) 2419 (May) 2420 (June) 2421 (July) 2422 (August) 2423 (September) 2424 (October) 2425 (November) 2426 (December) 2427 (January) 2428 (February) 2429 (March) 2430 (April) 2431 (May) 2432 (June) 2433 (July) 2434 (August) 2435 (September) 2436 (October) 2437 (November) 2438 (December) 2439 (January) 2440 (February) 2441 (March) 2442 (April) 2443 (May) 2444 (June) 2445 (July) 2446 (August) 2447 (September) 2448 (October) 2449 (November) 2450 (December) 2451 (January) 2452 (February) 2453 (March) 2454 (April) 2455 (May) 2456 (June) 2457 (July) 2458 (August) 2459 (September) 2460 (October) 2461 (November) 2462 (December) 2463 (January) 2464 (February) 2465 (March) 2466 (April) 2467 (May) 2468 (June) 2469 (July) 2470 (August) 2471 (September) 2472 (October) 2473 (November) 2474 (December) 2475 (January) 2476 (February) 2477 (March) 2478 (April) 2479 (May) 2480 (June) 2481 (July) 2482 (August) 2483 (September) 2484 (October) 2485 (November) 2486 (December) 2487 (January) 2488 (February) 2489 (March) 2490 (April) 2491 (May) 2492 (June) 2493 (July) 2494 (August) 2495 (September) 2496 (October) 2497 (November) 2498 (December) 2499 (January) 2500 (February) 2501 (March) 2502 (April) 2503 (May) 2504 (June) 2505 (July) 2506 (August) 2507 (September) 2508 (October) 2509 (November) 2510 (December) 2511 (January) 2512 (February) 2513 (March) 2514 (April) 2515 (May) 2516 (June) 2517 (July) 2518 (August) 2519 (September) 2520 (October) 2521 (November) 2522 (December) 2523 (January) 2524 (February) 2525 (March) 2526 (April) 2527 (May) 2528 (June) 2529 (July) 2530 (August) 2531 (September) 2532 (October) 2533 (November) 2534 (December) 2535 (January) 2536 (February) 2537 (March) 2538 (April) 2539 (May) 2540 (June) 2541 (July) 2542 (August) 2543 (September) 2544 (October) 2545 (November) 2546 (December) 2547 (January) 2548 (February) 2549 (March) 2550 (April) 2551 (May) 2552 (June) 2553 (July) 2554 (August) 2555 (September) 2556 (October) 2557 (November) 2558 (December) 2559 (January) 2560 (February) 2561 (March) 2562 (April) 2563 (May) 2564 (June) 2565 (July) 2566 (August) 2567 (September) 2568 (October) 2569 (November) 2570 (December) 2571 (January) 2572 (February) 2573 (March) 2574 (April) 2575 (May) 2576 (June) 2577 (July) 2578 (August) 2579 (September) 2580 (October) 2581 (November) 2582 (December) 2583 (January) 2584 (February) 2585 (March) 2586 (April) 2587 (May) 2588 (June) 2589 (July) 2590 (August) 2591 (September) 2592 (October) 2593 (November) 2594 (December) 2595 (January) 2596 (February) 2597 (March) 2598 (April) 2599 (May) 2600 (June) 2601 (July) 2602 (August) 2603 (September) 2604 (October) 2605 (November) 2606 (December) 2607 (January) 2608 (February) 2609 (March) 2610 (April) 2611 (May) 2612 (June) 2613 (July) 2614 (August) 2615 (September) 2616 (October) 2617 (November) 2618 (December) 2619 (January) 2620 (February) 2621 (March) 2622 (April) 2623 (May) 2624 (June) 2625 (July) 2626 (August) 2627 (September) 2628 (October) 2629 (November) 2630 (December) 2631 (January) 2632 (February) 2633 (March) 2634 (April) 2635 (May) 2636 (June) 2637 (July) 2638 (August) 2639 (September) 2640 (October) 2641 (November) 2642 (December) 2643 (January) 2644 (February) 2645 (March) 2646 (April) 2647 (May) 2648 (June) 2649 (July) 2650 (August) 2651 (September) 2652 (October) 2653 (November) 2654 (December) 2655 (January) 2656 (February) 2657 (March) 2658 (April) 2659 (May) 2660 (June) 2661 (July) 2662 (August) 2663 (September) 2664 (October) 2665 (November) 2666 (December) 2667 (January) 2668 (February) 2669 (March) 2670 (April) 2671 (May) 2672 (June) 2673 (July) 2674 (August) 2675 (September) 2676 (October) 2677 (November) 2678 (December) 2679 (January) 2680 (February) 2681 (March) 2682 (April) 2683 (May) 2684 (June) 2685 (July) 2686 (August) 2687 (September) 2688 (October) 2689 (November) 2690 (December) 2691 (January) 2692 (February) 2693 (March) 2694 (April) 2695 (May) 2696 (June) 2697 (July) 2698 (August) 2699 (September) 2700 (October) 2701 (November) 2702 (December) 2703 (January) 2704 (February) 2705 (March) 2706 (April) 2707 (May) 2708 (June) 2709 (July) 2710 (August) 2711 (September) 2712 (October) 2713 (November) 2714 (December) 2715 (January) 2716 (February) 2717 (March) 2718 (April) 2719 (May) 2720 (June) 2721 (July) 2722 (August) 2723 (September) 2724 (October) 2725 (November) 2726 (December) 2727 (January) 2728 (February) 2729 (March) 2730 (April) 2731 (May) 2732 (June) 2733 (July) 2734 (August) 2735 (September) 2736 (October) 2737 (November) 2738 (December) 2739 (January) 2740 (February) 2741 (March) 2742 (April) 2743 (May) 2744 (June) 2745 (July) 2746 (August) 2747 (September) 2748 (October) 2749 (November) 2750 (December) 2751 (January) 2752 (February) 2753 (March) 2754 (April) 2755 (May) 2756 (June) 2757 (July) 2758 (August) 2759 (September) 2760 (October) 2761 (November) 2762 (December) 2763 (January) 2764 (February) 2765 (March) 2766 (April) 2767 (May) 2768 (June) 2769 (July) 2770 (August) 2771 (September) 2772 (October) 2773 (November) 2774 (December) 2775 (January) 2776 (February) 2777 (March) 2778 (April) 2779 (May) 2780 (June) 2781 (July) 2782 (August) 2783 (September) 2784 (October) 2785 (November) 2786 (December) 2787 (January) 2788 (February) 2789 (March) 2790 (April) 2791 (May) 2792 (June) 2793 (July) 2794 (August) 2795 (September) 2796 (October) 2797 (November) 2798 (December) 2799 (January) 2800 (February) 2801 (March) 2802 (April) 2803 (May) 2804 (June) 2805 (July) 2806 (August) 2807 (September) 2808 (October) 2809 (November) 2810 (December) 2811 (January) 2812 (February) 2813 (March) 2814 (April) 2815 (May) 2816 (June) 2817 (July) 2818 (August) 2819 (September) 2820 (October) 2821 (November) 2822 (December) 2823 (January) 2824 (February) 2825 (March) 2826 (April) 2827 (May) 2828 (June) 2829 (July) 2830 (August) 2831 (September) 2832 (October) 2833 (November) 2834 (December) 2835 (January) 2836 (February) 2837 (March) 2838 (April) 2839 (May) 2840 (June) 2841 (July) 2842 (August) 2843 (September) 2844 (October) 2845 (November) 2846 (December) 2847 (January) 2848 (February) 2849 (March) 2850 (April) 2851 (May) 2852 (June) 2853 (July) 2854 (August) 2855 (September) 2856 (October) 2857 (November) 2858 (December) 2859 (January) 2860 (February) 2861 (March) 2862 (April) 2863 (May) 2864 (June) 2865 (July) 2866 (August) 2867 (September) 2868 (October) 2869 (November) 2870 (December) 2871 (January) 2872 (February) 2873 (March) 2874 (April) 2875 (May) 2876 (June) 2877 (July) 2878 (August) 2879 (September) 2880 (October) 2881 (November) 2882 (December) 2883 (January) 2884 (February) 2885 (March) 2886 (April) 2887 (May) 2888 (June) 2889 (July) 2890 (August) 2891 (September) 2892 (October) 2893 (November) 2894 (December) 2895 (January) 2896 (February) 2897 (March) 2898 (April) 2899 (May) 2900 (June) 2901 (July) 2902 (August) 2903 (September) 2904 (October) 2905 (November) 2906 (December) 2907 (January) 2908 (February) 2909 (March) 2910 (April) 2911 (May) 2912 (June) 2913 (July) 2914 (August) 2915 (September) 2916 (October) 2917 (November) 2918 (December) 2919 (January) 2920 (February) 2921 (March) 2922 (April) 2923 (May) 2924 (June) 2925 (July) 2926 (August) 2927 (September) 2928 (October) 2929 (November) 2930 (December) 2931 (January) 2932 (February) 2933 (March) 2934 (April) 2935 (May) 2936 (June) 2937 (July) 2938 (August) 2939 (September) 2940 (October) 2941 (November) 2942 (December) 2943 (January) 2944 (February) 2945 (March) 2946 (April) 2947 (May) 2948 (June) 2949 (July) 2950 (August) 2951 (September) 2952 (October) 2953 (November) 2954 (December) 2955 (January) 2956 (February) 2957 (March) 2958 (April) 2959 (May) 2960 (June) 2961 (July) 2962 (August) 2963 (September) 2964 (October) 2965 (November) 2966 (December) 2967 (January) 2968 (February) 2969 (March) 2970 (April) 2971 (May) 2972 (June) 2973 (July) 2974 (August) 2975 (September) 2976 (October) 2977 (November) 2978 (December) 2979 (January) 2980 (February) 2981 (March) 2982 (April) 2983 (May) 2984 (June) 2985 (July) 2986 (August) 2987 (September) 2988 (October) 2989 (November) 2990 (December) 2991 (January) 2992 (February) 2993 (March) 2994 (April) 2995 (May) 2996 (June) 2997 (July) 2998 (August) 2999 (September) 3000 (October) 3001 (November) 3002 (December) 3003 (January) 3004 (February) 3005 (March) 3006 (April) 3007 (May) 3008 (June) 3009 (July) 3010 (August) 3011 (September) 3012 (October) 3013 (November) 3014 (December) 3015 (January) 3016 (February) 3017 (March) 3018 (April) 3019 (May) 3020 (June) 3021 (July) 3022 (August) 3023 (September) 3024 (October) 3025 (November) 3026 (December) 3027 (January) 3028 (February) 3029 (March) 3030 (April) 3031 (May) 3032 (June) 3033 (July) 3034 (August) 3035 (September) 3036 (October) 3037 (November) 3038 (December) 3039 (January) 3040 (February) 3041 (March) 3042 (April) 3043 (May) 3044 (June) 3045 (July) 3046 (August) 3047 (September) 3048 (October) 3049 (November) 3050 (December) 3051 (January) 3052 (February) 3053 (March) 3054 (April) 3055 (May) 3056 (June) 3057 (July) 3058 (August) 3059 (September) 3060 (October) 3061 (November) 3062 (December) 3063 (January) 3064 (February) 3065 (March) 3066 (April) 3067 (May) 3068 (June) 3069 (July) 3070 (August) 3071 (September) 3072 (October) 3073 (November) 3074 (December) 3075 (January) 3076 (February) 3077 (March) 3078 (April) 3079 (May) 3080 (June) 3081 (July) 3082 (August) 3083 (September) 3084 (October) 3085 (November) 3086 (December) 3087 (January) 3088 (February) 3089 (March) 3090 (April) 3091 (May) 3092 (June) 3093 (July) 3094 (August) 3095 (September) 3096 (October) 3097 (November) 3098 (December) 3099 (January) 3100 (February) 3101 (March) 3102 (April) 3103 (May) 3104 (June) 3105 (July) 3106 (August) 3107 (September) 3108 (October) 3109 (November) 3110 (December) 3111 (January) 3112 (February) 3113 (March) 3114 (April) 3115 (May) 3116 (June) 3117 (July) 3118 (August) 3119 (September) 3120 (October) 3121 (November) 3122 (December) 3123 (January) 3124 (February) 3125 (March) 3126 (April) 3127 (May) 3128 (June) 3129 (July) 3130 (August) 3131 (September) 3132 (October) 3133 (November) 3134 (December) 3135 (January) 3136 (February) 3137 (March) 3138 (April) 3139 (May) 3140 (June) 3141 (July) 3142 (August) 3143 (September) 3144 (October) 3145 (November) 3146 (December) 3147 (January) 3148 (February) 3149 (March) 3150 (April) 3151 (May) 3152 (June) 3153 (July) 3154 (August) 3155 (September) 3156 (October) 3157 (November) 3158 (December) 3159 (January) 3160 (February) 3161 (March) 3162 (April) 3163 (May) 3164 (June) 3165 (July) 3166 (August) 3167 (September) 3168 (October) 3169 (November) 3170 (December) 3171 (January) 3172 (February) 3173 (March) 3174 (April) 3175 (May) 3176 (June) 3177 (July) 3178 (August) 3179 (September) 3180 (October) 3181 (November) 3182 (December) 3183 (January) 3184 (February) 3185 (March) 3186 (April) 3187 (May) 3188 (June) 3189 (July) 3190 (August) 3191 (September) 3192 (October) 3193 (November) 3194 (December) 3195 (January) 3196 (February) 3197 (March) 3198 (April) 3199 (May) 3200 (June) 3201 (July) 3202 (August) 3203 (September) 3204 (October) 3205 (November) 3206 (December) 3207 (January) 3208 (February) 3209 (March) 3210 (April) 3211 (May) 3212 (June) 3213 (July) 3214 (August) 3215 (September) 3216 (October) 3217 (November) 3218 (December) 3219 (January) 3220 (February) 3221 (March) 3222 (April) 3223 (May) 3224 (June) 3225 (July) 3226 (August) 3227 (September) 3228 (October) 3229 (November) 3230 (December) 3231 (January) 3232 (February) 3233 (March) 3234 (April) 3235 (May) 3236 (June) 3237 (July) 3238 (August) 3239 (September) 3240 (October) 3241 (November) 3242 (December) 3243 (January) 3244 (February) 3245 (March) 3246 (April) 3247 (May) 3248 (June) 3249 (July) 3250 (August) 3251 (September) 3252 (October) 3253 (November) 3254 (December) 3255 (January) 3256 (February) 3257 (March) 3258 (April) 3259 (May) 3260 (June) 3261 (July) 3262 (August) 3263 (September) 3264 (October) 3265 (November) 3266 (December) 3267 (January) 3268 (February) 3269 (March) 3270 (April) 3271 (May) 3272 (June) 3273 (July) 3274 (August) 3275 (September) 3276 (October) 3277 (November) 3278 (December) 3279 (January) 3280 (February) 3281 (March) 3282 (April) 3283 (May) 3284 (June) 3285 (July) 3286 (August) 3287 (September) 3288 (October) 3289 (November) 3290 (December) 3291 (January) 3292 (February) 3293 (March) 3294 (April) 3295 (May) 3296 (June) 3297 (July) 3298 (August) 3299 (September) 3300 (October) 3301 (November) 3302 (December) 3303 (January) 3304 (February) 3305 (March) 3306 (April) 3307 (May) 3308 (June) 3309 (July) 3310 (August) 3311 (September) 3312 (October) 3313 (November) 3314 (December) 3315 (January) 3316 (February) 3317 (March) 3318 (April) 3319 (May) 3320 (June) 3321 (July) 3322 (August) 3323 (September) 3324 (October) 3325 (November) 3326 (December) 3327 (January) 3328 (February) 3329 (March) 3330 (April) 3331 (May) 3332 (June) 3333 (July) 3334 (August) 3335 (September) 3336 (October) 3337 (November) 3338 (December) 3339 (January) 3340 (February) 3341 (March) 3342 (April) 3343 (May) 3344 (June) 3345 (July) 3346 (August) 3347 (September) 3348 (October) 3349 (November) 3350 (December) 3351 (January) 3352 (February) 3353 (March) 3354 (April) 3355 (May) 3356 (June) 3357 (July) 3358 (August) 3359 (September) 3360 (October) 3361 (November) 3362 (December) 3363 (January) 3364 (February) 3365 (March) 3366 (April) 3367 (May) 3368 (June) 3369 (July) 337



## Classified Advertisements continued

M.G.—continued

**1946** MG TC black red leather seats custom  
w/ fuel pump, steering wheel, horn, lights,  
radio, door lock, etc. T. 1000 cc.  
J. P. M. Motor Co., Inc. 1000 S. Main St.  
Harrisburg, Pa.

ASTON MARTIN 7 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 10

[illegible][illegible]

**FINANCY REQUIRED**  
 For production of person 1 2 and (over)  
 For a 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034

**5100** C C KUMAR, *Director, Computer Research*  
 10000 University Ave., Suite 100, San Diego, CA 92161  
 619/594-1100

## RESULTS

**760 C.C. RENAULT** (1100 cc) low mileage, 8 new. Office. Prefer exchange latest car cash value way—Horslake 1973, Box 912

BILLY

**R**EFY 9 1933 Miodach wafnau. godd corod. 1140  
Gwylid. Bwrdd Hafur 1 ym Hafur 24

**£295** 1910 RILEY 12 hp Vesta saloon, over drive and free wheel, thoroughly sound. — Richards and Carr 15 Kinnerton Street W. Rue Place S.W.1 Tel. 51 Cmg 4424

SPECIALS

**RILEY 9 Trials Special** Two 50-hp fuel injectors  
RAC Regs. #115. Cheshire area. 214-5444

STANDARD

**1939** STANDARD 8 d.h. coupe \$244  
8 saloon \$279. 1940 8 heater \$341  
4 speed 14" x 14" x 14" 14" x 14" x 14"

**£85** STANDARD Avon Special Tourer 16 hp engine, recently completely overhauled

[illegible]

**£99** TALBOT 75 saloon, perfect condition —  
Roland Dyer Automobils, 158a Ladbroke  
Road, London W10. Phone EAP 1116.

[illegible]

**215** GNS 1949 TR1 MPH 14 1/2 1st 1st 1st  
Rushmore Place Rushmore, N.Y.

---

BRAY MOTORS offer:  
 1970 ROVER 14 1/2 hp. 1200 cc. 4 cyl. 1700 cc. 4 cyl. 1700 cc. 4 cyl.

**E265 1938 HILLMAN** Mink 40 h p J h (4/20/90)

1445 1449 New! BELOW 10 hp super sports  
1414b series

104 West End Lane, West Hampstead, N.W.4,  
Hampstead 4490 7111

[illegible]

1946 MG TC Sports 2-door	Excellent condition	\$415
1939 Buick Wildcat Tourer, one owner.		\$645
1949 (Oct.) Morris Minor Saloon, 12 000 miles		\$415
1947 Jaguar 34-Mile Saloon de luxe.		\$675
1948 (Sept.) Rover 75 Saloon de luxe one owner		\$785
1936 Buick 14 hp. Sports Saloon		\$145

High Speed, Long Range, Etc.

Phone: Leighton 4119 and 5638

(Three parallel Tube Control Line)

**£60 UPWARD** Several Bury & Salomon and open to work all present past challenges. The splendid \$100 to make the first time and more to \$75. I am sure at the present time, very hard to find. As an example, I have seen a few of them in the market with new ones. I have seen a few of them in the market with new ones. I have seen a few of them in the market with new ones.

[illegible]

**A**UTOMOBILES have very comprehensive 12-year or 100,000-mile warranty and repair of all automotive parts and labor. Whatever your problem, we will be pleased to assist in any possible way. And remember, I'm a Volvo Car Club member. **Call 800-848-5623, ext. 1111.**

**BEVERLEY MOTORS** IN H. Mann, Proprietor, undertakes special coachwork designs primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 441.

**1950 Legenda 2-6**, fitted heater and radio, colour black with brown upholstery. Loose covers fitted. £1,775

**1936 Bentley 4-litre Van den Plas**  
saloon colour black and grey with  
grey upholstery, excellent condition  
throughout **£1100**

**1948 Molchikis Grand Sport saloon,**  
immaculate throughout low mileage and  
with an exceptional performance \$1,275

1937 Delahaye type 135 Coupe des  
Alpes 2-seater, recently restored 1475

1932 Alvis Speed 20. 2 seater. Ex-Warng. excellent condition. £325

**1950 Ford Anglia** export model, fitted with 10 h.p. engine, colour green. £535

**Pippbrook Garage,  
Dorking, Surrey.**  
Dorking 3891

**EVERY CAR OVER \$150 GUARANTEED IN WRITING FOR 3 MONTHS.**

<b>FREE delivery by</b> eagle air mail exp- ress in the U.S.	<b>VERY ATTRACTIVE</b> M.P. FILMS - EXEMPT FROM	<b>FREE—Catalogue</b> sent post paid. Write to Phoenix
--	---	--

REF: TEL 自 11-00 到 12-00 到 13-00 到 14-00 到 15-00 到 16-00 到 17-00 到 18-00 到 19-00 到 20-00 到 21-00 到 22-00 到 23-00 到 24-00 到

**Camden THE USED CAR SPECIALISTS**  
LARGE SELECTION OF LIGHT TRUCKS, BUSES, VANS  
SALES • SERVICE • REPAIRS • PARTS  
1001 10th Street, Camden, N.J. 08102



## PERFORMANCE CARS

THE SPORTS-CAR PEOPLE

THE WINDMILL GARAGE, GREAT WEST RD.,  
BRENTFORD, MIDDXX. EALing 8841-2-3

3 minutes from Northfields Tube Station  
(Piccadilly or District Lines)

107 NEW CAVENDISH STREET, W.1.

MU5eum 8221-2-3

1919 Alfa Romeo 1 1/2-litre s/c 2-seater	£185
1939 Alfa Speed 25 VDP tourer	£475
1937 Alfa 4.3 d/h, fourseater, radio, heater	£395
1937 Alfa Speed 25 d/h, fourseater	£345
1936 Alfa 20 h.p. sports saloon, maroon	£245
1936 Alfa 1 1/2-litre sports saloon	£275
1928 Bentley Red Label	£225
1926 Bentley 3-litre Red Label	£175
1937 British Saloon 12 h.p. d/h, fourseater	£195
1937 B.N.A. 16 2-seater sports (2)	£145 and £165
1933 Delage D6 saloon	£285
1934 Delage D6	£145
1933 Delage D6 saloon	£450
1937 Fiat d/h, coupé	£235
1938 Frazer-Nash/BMW 45 cabriolet	£265
1936 Frazer-Nash type 55 2-seater	£315
1936 Hotchkiss 3 1/2-litre d/h, 4-seater	£365
1939 Jaguar Competition 2-seater 3-litre	£455
1936 Jaguar 2 1/2-litre 4-seater	£395
1937 Lagonda LG45 saloon	£450
1934 Lagonda 4 1/2-litre tourer (3)	£350-£365
1934 Lagonda 16/80 specimen car	£295
1931 Lagonda 3-litre tourer	£155
1945 Lea-Francis 14 saloon	£375

M.G. NEVER LESS THAN 25 IN STOCK.

1936 Ralston 29 h.p. saloon	£195
1937 Riley 9 Merlin saloon	£325
1937 Riley 12 Kentrel	£325
1936 Riley Lynx 12 h.p. tourer	£225
1934 Riley Gamcock	£185
1935 Rover 14 sports saloon	£175
1935 Singer 9 Le Mans 2-seater	£195
1933 Singer 9 Le Mans 4-seater	£205
1936 Talbot 185 tourer	£245
1936 Talbot 75 saloon, manual box, equip.	£245
1935 Talbot 10 4-seater tourer	£195
1938 Triumph Vitesse d/h, coupé	£245
1937 Triumph 4/10 Dolomite, immaculate	£375

## WEST LONDON MOTOR MART

SOUTH EALING RD., BRENTFORD, MIDDXX.

EALing 8842

1934 Armstrong Siddeley 20 7-seater	£295
1935 Austin 10 saloon	£295
1935 Austin Litchfield 10	£295
1935 Austin 18 7-seater	£45
1934 Austin 7 saloon	£45
1933 Austin 10 saloon	£75
1933 Austin 14 tourer	£145
1932 Austin 7 saloon	£75
1931 Austin taxicab (2)	£45
1930 Austin 7 saloon	£45
1930 Austin 12 Utility	£39
1927 Bentley 3-litre saloon	£95
1925 Bentley 3-litre Park Ward saloon	£325
1934 Buick 19 Utility	£95
1934 Daimler 15 saloon	£85
1933 Daimler 15 saloon	£125
1933 Delage D8 d/h, fourseater	£115
1928 Essex Super Six	£29
1937 Ford V8 9-seater Utility	£215
1936 Ford 16	£125
1935 Ford 8 saloon	£145
1934 Hillman Minx saloon	£125
1934 Hillman Minx	£135
1931 Hillman 16	£45
1931 M.G. "M" type (2)	£65 and £75
1936 Hudson Terraplane 22 h.p. saloon	£125
1936 Hudson Terraplane 22 de luxe saloon	£125
1937 Humber 18 saloon	£145
1934 Lanchester 10	£30
1933 Lanchester 10	£40
1933 Lanchester 10 coupé	£95
1933 M.G. M Type 8 h.p. 2-seater	£75
1937 Morris 8 saloon	£150
1935 Morris 8 tourer (2)	£125 and £135
1935 Morris 8 tourer	£145
1933 Morris 12 sports coupé	£85
1936 Pontiac 8-seater Utility	£145
1927 Rolls-Royce limousine by Windover	£95
1933 Standard 12 saloon, black	£60
1934 Talbot 14 saloon	£85
1937 Vauxhall 14 saloon	£145

## MISCELLANEOUS—continued

### R.A.C. TRIALS FORMULA

Dellow Motors Ltd. can undertake to modify sports- or trials-cars of any make or type to correspond to the new formula.

We would be pleased to have an opportunity of discussing your problems and of quoting you for work to be carried out.

DELLOW MOTORS LTD.,  
ALVECHURCH, BIRMINGHAM.  
HILLSIDE 1879.

"MOTOR ENGINEERS' POCKET BOOK," 114s. "British Motor Cars, 1952-53," (1s. 2d. 1950-51 edition 4s. Book catalogue free! Postal business only.—Vivian Gray (A), Hove, Sussex.

REFLECTORS RESILVERED, 5s. 6d. each including post. Returned on same day as received. Guaranteed. Send cash.—R. E. Packer, Lion Place, Clifton, Bristol, 8.

SOLID drawn steel tubes, bright and H.T. steel bars, flats, angles, etc., from stockists.—C. S. Harbour, Syon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6611.

WINDSCREEN Perplex, 4 in., rectangles, 9s. 6d. 11s. post free.—A. Wilson, Crumholes, Biddenden.

19,000 INSTRUCTION MANUALS. Sale-Loan. Enquiries stamped envelope please. Manuals bought cash.—Finn, 15 Nashleigh Hill, Chestam, Bucks.

### ENGINES

500 C.C. J.A.P. ex-Cooper engine, completely overhauled by makers, used little since. Affin barrel and comprehensive spares. F.O.R., £50.—Worthing 4635.

### PERSONAL

"DAILY EXPRESS" Rally.—Wanted urgently co-driver for Jowett Javelin. Starting from Norwich.—Write full details of experience and age to Box 901.

### PHOTOGRAPHS

EVERY CAR in the Eight Club's Eastbourne Rally.—Charles Dunn, Greenleaves, Woking, Surrey. Tel.: Woking 1737.

### SPARES & ACCESSORIES

ARMSTRONG self-change gear-box, suitable for 100 h.p. £15 or near offer.—Telephone: Worthing 9407.

BENTLEY axle casing, £10. Speed Six petrol tank 70s. Clutch, less plate, £1.—Box 911.

WOLSELEY HORNET C/R box adapted Ford 10. H/s cardan shaft. Austin 7 Girling axle.—Particulars Box 906.

### TYRES

TYRES.—450 x 2, unused, 70s., 475 x 21, unused, 70s., 815 x 105 B.E., unused, 70s., 820 x 120 B.E., used, 40s., 14 x 45, runabout, 70s. Wanted, 765 x 105 B.E.—Richards and Brown, Ringers Road, Bromley, Kent. Tel.: RAVenbourne 6479-2322.

### WHEELS

ALL TYPES of wheels in stock, also wire and pressed steel wheels repaired. Any type of wheel built to your specification.—Turner and Knight, 34 Ealing Road, Brentford, Middlesex. EALing 4298.

### WANTED

AUSTIN 7 wanted, sports or otherwise, any condition, provided towable.—Hackney Repair Works, 435 Hackney Road, London, E.2. Phone: Shoreditch 8209.

FIAT. Highest spot cash for all models.—Mayfair Garages, Ltd. (opp. Selfridges' Clock), Mayfair, W.1. Mayfair 3104-5.

RON McKENZIE, 961 Chester Road, Stretford, Nr. Manchester, requires sports-cars, and offers a selection of new and used motor-cycles. Open to 8 p.m., Sun. 5 p.m. Telephone: Longford 2160.

WANTED.—Blows 750 c.c. or unblown 1,000 c.c. engine, J.A.P. or Vincent preferred. For installation in special. Also gearbox, differential. Also complete special chassis with steering and suspension, or Fiat chassis complete, or Fiat front suspension system complete. Send price and late photo or reference to magazine or book where illustrated or described.—J. C. Walsh, Jr., 1212 Broadway, Oakland 12, California, U.S.A.

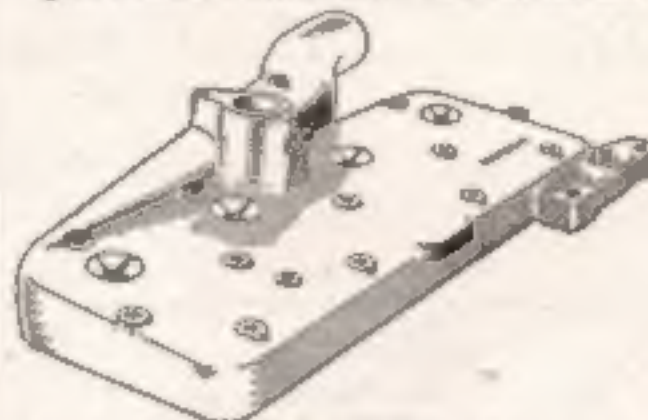
V.W.  
**DERRINGTON**  
KINGSTON  
5621/2

FOR ALL SPORTS SPARES, MATERIALS AND EQUIPMENT

## SILVERTOP

ALUMINIUM CYLINDER HEADS

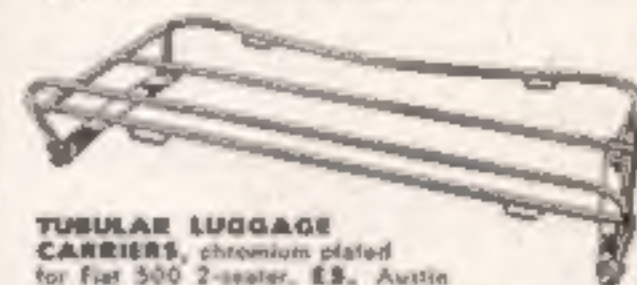
give Power, Performance and ECONOMY



Austin 8, £6/10/-; Morris 8, Series 1 & 2 and Ford 8 & 10 (Scigot mounted dynamo), £7/15/-; Ford 8 & 10 (platform mounted dynamo), £8/10/-; Morris 8, Series 1; Morris Minor (illustrated), Hillman Minx and Talbot 10, £9. "ALFA" for Austin 7, £6/10/-, most types from stock.

## MORRIS MINOR

Twin semi-downdraught S.U. carburettor units, mounted on special inlet and exhaust manifold, with linkages and petrol pipe, £25. Gives 25% better acceleration, 34-36 m.p.g. Bodge Bar, chromium plated, 25/-, Gear lever extensions C.P. 6/6, mottled plastic gear knobs, 2/6. "Deep Note" exhaust systems, 85/-, Rear wheel spat (or cover) in aluminium, £8/10/- pair.



### TUBULAR LUGGAGE

CARRIERS, chromium plated for Fiat 500 2-seater, £8. Austin Eight, Standard Eight, Morris Minor, £8. M.G. 2-seater, £7/5/-, "TC" & "TD," £8. Jaguar XK 120, for top panel, £7 (illustrated). Boal, £7/10/-, Morgan Plus Four, £8/10/-, Jowett Jupiter, £8/10/-.



### AIRIO SCREENS

Polished Aluminium frames, safety glass, 12 in. x 6 in., with universal fittings, suitable any make, detachable, 50/- ea. Post 2/-.

BUCKET SEATS, light steel frames, 27/6; trimmed with brown velveteen, sprung cushions, 87/6. Dito, tubular frame, superior quality, 112/-. Light alloy seats, untrimmed (2 1/2 lb.), 62/-. 14 in., 65/-; 16 in. wide. Trimmed Connolly Vaurol Hide, Dunlopia cushions, £8/15/-.



### CYCLE TYPE WINGS

In light alloy, 6 in., 32/6 front, 37/6 rear, light steel 6 in., 58/-. 7 in., 20/-, front, rear 20/- and 22/-.

Postage or carriage extra on goods.

Open 9 a.m.—6 p.m. Sundays 10—12 a.m.

V. W. DERRINGTON, LTD.  
159, 161 & 200 LONDON ROAD  
KINGSTON-ON-THAMES  
Tel.: KIM 5621/2



## News from the Clubs—continued

## A.C.O.C. MIDLANDS RALLY

THE A.C.O.C. staged their last outdoor event of the season at Lowsonford, near Henley-in-Arden, on 12th October, when an attendance of 14 members, plus guests, was welcomed at the "Fleur de Lys" by member/landlord R. F. Brookes—well known in Notts motor sporting circles as the late host of "The Old Elm Tree", Hoveringham.

After suitable refreshment, seven cars set out on an afternoon's entertainment devised by "Brookie", and entitled

"Twenty Questions". This entailed following a given route of some 40 miles, in the course of which competitors were required to provide the answers to the questions. As these were not listed in order, however, and as every notice-board, house name, plaque, shop sign, wall decoration, time-table, or other item bearing the written word had to be scrutinized in case it contained a clue to one of the answers, the early part of the course amounted to a singularly nerve-wearing I.Q. Test.

Though the thing naturally became somewhat more comprehensible as ques-

tions were eliminated, this was offset by the deepening conviction that the clues to some of the questions had undoubtedly been missed, and the utter impossibility of determining at what part of the route they might be found. Marks were awarded for correct answers, and docked for excess time and mileage.

Winner was L. N. Drew (Brentwood, Essex), with Dr. D. R. Humphreys and P. E. Moorhouse (both of Birmingham), second and third. The event concluded with tea at the "Fleur de Lys" before members dispersed to Portishead, Brentwood, Malvern or London.

## For SAFETY GLASS REPLACEMENTS and SPORTS WINDSCREEN ASSEMBLIES



### D. W. PRICE & Son Ltd.

NEASDEN LANE, N.W.10  
GLADSTONE T811-5  
SAVOY PARADE, ENFIELD  
ENFIELD 3170

CULMORE ROAD, S.E.15  
NEW CROSS 3856  
TANCRED ST., TAUNTON  
TAUNTON 2993

### RICHARDS and BROWN

- 1932** Bentley 4-litre Van den Plas sports tourer, one owner since new. In almost new condition throughout. **£343**
- 1928** Bentley 4½-litre Weymann saloon, bills for £300 available. **£225**
- 1930** Rolls-Royce 20'25, owner driver saloon, Ace discs, twin spares, excellent order. **£395**
- 1940** Citroën Light 15 roadster in excellent order, very smart car. **£395**
- Alvis Big Port 12'50 Beetleback, polished aluminium body, recent complete mechanical overhaul, very rare model. **£195**

#### Also in stock:

Supari type 43, 12 M.G., 38.250  
Mercedes-Benz 1910 Wolseley  
16 h.p. Landulette, Q type M.G.,  
18'80 MG.

Ringers Road, Bromley, Kent  
Phone.: Ravensbourne 6479-2322  
20 Mins. Victoria

### CAMBRIDGE ENGINEERING

(Prop. L. M. Williams)

Austin 7 Specialists for Twenty-one Years

CAMBRIDGE ENGINEERING offer the Austin 7 enthusiast from stock, dropped axle and spring sets to lower chassis, latest type combined exhaust and inlet manifolds for down-draught carburettor, double valve springs, light flywheels, long brake levers, steering wedge to increase take, four speed remote gear control unit, windscreen wiper and arms for fold-flat screen conversion, light sports body shells, high compression high duty alloy cylinder heads, S.A.E. lists.

CAMBRIDGE ROAD, KEW GREEN, SURREY  
Tel.: Richmond 2126

### B. & C. PEARSON

(Associated with Pearson Engineering)

#### SPECIAL AND OBSOLETE PISTONS

of  
Balance—Quality—Precision

In addition to our normal range of "specialist machining" of automotive parts, we have included Piston manufacture to cover special and obsolete types, with delivery in 7/10 days, from well-designed Die-Cast Piston Castings—fully heat treated—and machined on latest-type machine tools.

Sport and Racing Enthusiasts will be given every attention for "specials" whether of design or compression. To complete our piston service, special Cylinder Liners supplied.

"First-class Castings—A good Machine—Skilled Operators."

"A Balanced and True Piston at Your Service."

WILSON WORKS  
Warwick Road, Knowle,  
Birmingham. Tel.: Knowle 2102

## WANTED for spot cash CARS of ALL TYPES

Hours of Business  
WEEKDAYS  
SATURDAYS  
9 till 7

**ROWLAND SMITH**  
MOTOR LIMITED

HAMPSTEAD HIGH ST., LONDON, N.W.3  
(HAMPSTEAD TUBE) HAMPSTEAD 4041 (10 lines)

BULLANCO. 66 QUEEN'S RD S.E.15 NEW CROSS 1082

# ALUMINIUM

SHEET  
EXPANDED  
TUBES,  
ANGLES,  
BARS,  
RODS,  
MOULDINGS,  
RIVETS

S.A.E.  
FOR  
LIST

ANY SIZES CUT OR FOLDED



**START**

*with something extra*



**2 YEARS  
INSURED LIFE**

Ask for full details of this unique Battery Renewal Scheme from your local garage or write for list of Agents and battery literature. (Applicable to home market only.)

**SEE STAND  
No. 251  
EARLS COURT**

**LUCAS**  
*Car Batteries*

JOSEPH LUCAS LTD • BIRMINGHAM • ENGLAND



# FERODO Linings

ARE MADE AND SUPPLIED

*For Every Known Make*

OF CAR, BRITISH,

CONTINENTAL AND AMERICAN

*You are  
specially invited  
to visit us  
at the  
Motor Show*

**STAND  
No. 295**



Motor Car manufacturers are convinced of the smooth braking qualities and dependability of Ferodo—the most reliable brake linings in the world.

*Follow the Manufacturers' choice—fit*

**FERODO**  
BRAKE AND CLUTCH LININGS



FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation